



City of Bloomington Common Council

Legislative Packet

21 September 2005

Office of the Common Council
P.O. Box 100
401 North Morton Street
Bloomington, Indiana 47402

812.349.3409

council@bloomington.in.gov



Packet Related Material

Memo

Agenda

Calendar

Notices and Agendas:

None

Legislation for Final Action (Listed in the Order They Appear on the Agenda):

Ord 05-26 To Designate an Economic Development Target Area (EDTA) - Re: 1010, 1018, 1026, 1034 and 1042 W. 14th Street (City of Bloomington Housing and Neighborhood Development Department and (Habitat for Humanity of Monroe County, Inc., Petitioners)

(Please see the weekly packet for the September 7th meetings for legislation, summary and background materials.)

Contact: Ron Walker at 349-3534 or walker@bloomington.in.gov

Res 05-08 To Designate an Economic Revitalization Area, Approve a Statement of Benefits, Authorize a Period of Tax Abatement, and Indicate Intent to Waive Certain Statutory Requirements - Re: 1010, 1018, and 1026 W. 14th Street (Habitat for Humanity of Monroe County, Inc., Petitioner)

(Please see the weekly packet for the September 7th meetings for legislation, summary and background materials.)

Contact: Ron Walker at 349-3534 or walker@bloomington.in.gov

Res 05-10 To Designate an Economic Revitalization Area, Approve a Statement of Benefits, Authorize a Period of Tax Abatement, and Indicate Intent to Waive Certain Statutory Requirements - Re: 1034 and 1042 W. 14th Street (City of Bloomington Housing and Neighborhood Development Department, Petitioner)

(Please see the weekly packet for the September 7th meetings for legislation, summary and background materials.)

Contact: Ron Walker at 349-3534 or walker@bloomington.in.gov

Ord 05-25 To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles And Traffic" - Re: Changes on North Dunn Street which Add Multi-Way Stop Signs at Saville Avenue and Tamarrack Trail (Section 15.12.010 - Schedule B) and Remove Authorization for Traffic Calming Devices (Section 15.26.040 – Schedule J-1)

(Please see the weekly packet for the September 7th meetings for legislation, summary and background materials.)

Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov

Legislation and Background Material for First Reading or Directly Related to Such Legislation:

Res 05-16 Approving the Purchase of Land Near Griffy Lake

- Aerial Photo of Site; Memo from Mick Renneisen, Director of Parks and Recreation

Contact: Mick Renneisen at 349-3711 or renneism@bloomington.in.gov

App Ord To Specially Appropriate from the Park Land Acquisition Fund Expenditures Not Otherwise Appropriated (To Purchase Land Adjacent to the Griffy Lake Nature Preserve and Cascades Park)

- Memo from Susan Clark, Controller

Contact: Susan Clark at 349-3416 or clarks@bloomington.in.gov

Ord 05-28 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles And Traffic” (Amending Chapter 15.26 “Neighborhood Traffic Safety Program” in Order to Authorize Traffic Calming Devices on Graywell Drive and East Gentry Boulevard))

- Memo from Justin Wykoff, Manager of Engineering Services; Exh A – Application; Exh B – Petition; Exh C – Area Map; Exh D Petition Map; Exh E - Traffic Study; Exh F – Balloted Proposal; Exh G – Ballot; Exh H - Annotated Version of BMC 15.26 (Neighborhood Traffic Safety Program); Exh I - Neighborhood Traffic Safety Program Procedures

Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov

Minutes from Regular Session:

September 7, 2005

Memo

**Four Items Ready for Final Action and Two Items Ready for Introduction at the Regular Session on Wednesday, September 21st
(Packet Also Includes Resolution for Discussion at Committee of the Whole on Wednesday, September 28th)**

There are two ordinances and two resolutions ready for final action and an appropriation ordinance and a traffic ordinance ready to be introduced at the Regular Session on Wednesday, September 21st. The four items ready for final action can all be found in the packet for the September 7th meetings and the two items ready to be introduced next week can be found in this packet along with a related resolution.

First Readings and a Resolution

Res 05-16 Authorizing the Purchase of 27 Acres of Land Between Griffy Lake and Cascades Park and App Ord 05-07 Appropriating \$58,500 from the Park Acquisition Fund for this Purpose

During this last legislative cycle in September, the Common Council will be considering a resolution and appropriation ordinance which authorize the purchase of land on the north side of the City. Please note that the resolution is enclosed with this packet -even though it would ordinarily appear in next week's packet - in order to present the proposal in its entirety in one place. This proposal and these pieces of legislation are summarized in the following paragraphs.

The City Administration is requesting that the Common Council authorize the purchase of approximately 27 acres of vacant land in two parcels adjacent to Griffy Nature Preserve and Cascades Park for \$58,500.

According to the memo from Mick Renneisen, Director of Parks and Recreation, and a press release dated September 13th, Councilmember Banach began this effort by letting the Mayor know that one parcel was for sale. Then, after negotiations with the Rumble family who own the property, the Administration was able to expand the project to include the other parcel at the same overall price.

The first parcel is 12.47 acres of land located at the southeast corner of North Walnut and Old SR 37. It is comprised of a steep wooded hillside, hayfield, and scrub forest in equal measures, and also includes about 1,000 feet of Griffy Creek. The second parcel is 14.76 acres located along both sides of North Walnut between Blue Ridge Estates and Lower Cascades Park, and is comprised of steep slopes on the east and flood plain on the west. Both parcels are vacant, with the land east of North Walnut zoned as RS 2 (2 units per acre) and land on the west zoned institutional (floodplain).

The background material also credits Councilmember Rollo as a vocal proponent of the benefits we gain as a community from purchasing greenspace. In this case those benefits include:

- Protecting 1,000 feet riparian land (Griffy Creek) and significant forest;
- Facilitating a connection between the two parks (with a possible side path);
- and

- Preventing the construction of homes on a steep ridge overlooking these properties.

Res 05-16 is coming forward in accordance with I.C. 36-1-10.5-5(1), which requires the fiscal body to adopt a resolution expressing interest in the purchase of this land. The resolution, in particular, finds that the purchase serves a public purpose and authorizes the Parks and Recreation Department to acquire it subject to the availability of funds.

According to this statute, the City must also purchase the land at a price that does not exceed the average of two independent appraisals. Here, the selling price of \$58,500 equals the average of the two appraisals of the corner parcel, but through agreement of the parties, the transaction will include the other parcel as well. Please note that, also in accordance with statute, copies of the two appraisals are available in the Council Office.

Please also note that the sale is subject to the terms of an offer and counter-offer which include:

- Requirement by the owner that the sale be consummated by November 30th;
- Phase One environmental study (which, I understand, has been completed and raised no significant issues); and
- Survey of the land.

App Ord 05-07 appropriates \$58,500 from the Parks Acquisition (Greenspace) Fund to acquire the previously mentioned parcels. The memo from Susan Clark, Controller, indicates that the offer is contingent upon a revised offer dated August 3rd and a counter offer dated August 11th. Upon request, Susan estimated that there will be approximately \$726,500 in the fund after this expenditure.

Item Three – Ord 05-28 - Authorizing the Installation of Traffic Calming Devices on Graywell Drive and East Gentry Boulevard in the Gentry Estate Subdivision

Ord 05-14 amends schedule J-1 of the BMC to authorize traffic calming devices in the form of islands and a traffic circle on Graywell Drive and East Gentry Boulevard. This proposal has come forward under the procedures set forth in the Neighborhood Traffic Safety Program (NTSP) (See Exh I), which is incorporated into Chapter 15.26 of the BMC. This program was adopted in 1999 (Ord 99-16) in order to promote the “livability of neighborhoods” by slowing cars on neighborhood streets. The following

paragraphs briefly summarize the steps taken so far under the program, as indicated in the memo and material provided by Justin Wykoff, Manager of Engineering Services.

Step One - Application – July, 2003

Step One requires that persons or neighborhood associations file an application for traffic calming devices signed by at least 50% of the affected residents and endorsed by a council member.

The Gentry Estates Neighborhood Association filed an application for traffic calming devices on July 26, 2003 with the required endorsement of a council member (District 3 Representative Diekhoff) and with the approval of 76% of the 83 possible resident signatures. The application (See Exh A) indicated that motorists ignore stop signs, speed, and cut-through the neighborhood along Graywell between Bill Mallory Boulevard and East Gentry Boulevard. In order to address the problem, it recommended better signage, lower speed limits, and “rumblers,” but no speed bumps.

Step Two - Verify the Petition, Assess the Problem, and Consult with Safety Services – September, 2003

Step Two calls for the Engineering Department to verify the petition, assess the problem, and consult with emergency services.

The Engineering Department verified that the petition (See Exh B) contained the requisite number of signatures (See Exh C for map of eligible households). Then, in September of 2003, it conducted traffic studies to determine the volumes and speeds of cars as well as frequency of cut-through traffic and accidents in this area (See Exh E). The data revealed that the number of cars traveling along South Graywell Drive each day gradually dropped from a high of 548 cars on the north to a low of 190 on the south and that only 2.16% of them were cutting through the neighborhood. The data also revealed that “a large percentage of vehicles travel under the posted 30 mph speed limit.” In fact, 85% of the motorists driving along the fastest stretch of the street traveled at or below 31 mph. Lastly, it found that only one accident was reported in the previous four years and it occurred at the entrance to SR 446.

Staff also met with various emergency services about this area, who expressed opposition to the installation of speed bumps.

Step Three - Bicycle and Pedestrian Safety Commission (BPSC)– December, 2003

Step three of the NTSP calls for the Bicycle and Pedestrian Safety Commission (BPSC) to consider the petition and staff data, and then vote on and prioritize the petition. A vote in favor “validates” and constitutes "a commitment to do something about the problem."

On December 15, 2003 the BPSC voted in favor of the proposal.

Step Four - Public Meetings – Winter and Spring, 2004

Step four calls for the department to bring residents and emergency service providers together to "help exchange ideas, address concerns and discuss possible traffic safety (alternatives)." In the event the proposal lies on a neighborhood collector, the NTSP also requires the department to notify a larger area of residents.

Since Graywell Drive is considered a neighborhood collector street, the Engineering Department notified residents beyond the immediate street (See Exh C). It then met with interested parties over three meetings before offering a proposal which recommended installing:

- Two traffic islands and a traffic circle at the intersection of South Graywell Drive and East Whitley Drive;
- A traffic island on Graywell Drive about four houses north of East Gentry Boulevard; and
- A traffic island on East Gentry Boulevard just east of Graywell Drive. (See Exh F Balloted Proposal)

Step Five - Preparation of Alternative Designs and Selection of Proposed Plan

Step five calls for the BPSC, staff, and any interested residents to evaluate the proposal according to a set of seven criteria which include: overall costs and benefits; effectiveness; access for pedestrians, bicycles and transit; community-wide benefits to bicycles and pedestrians; overall public safety; effects on traffic diversion; and access for emergency and service vehicles.

The memo indicates that as a result of those discussions, the interested residents favored the traffic circle and realignment of two intersections, while the BPSC believed speed bumps might be needed in the future to slow down the vehicles.

Step Six - Project Ballot

Step six requires staff to ballot the affected households and bring the project to the Council if a majority of the balloted households were in favor of the proposal. And, in the event of a close vote, where the votes in favor do not amount to a majority of the balloted households, but do amount to a majority of those who voted, then the City must reballot the households who did not respond in the first round.

In this case 43 of 60 ballots received by the City were in favor of the proposal which amounted to 51.8% of the 83 potential ballots.

Step Seven - Testing and Evaluation of Device

Step seven may take place if the staff chooses to test devices in order to determine their effectiveness.

The Engineering staff did so here with the help of traffic cones and indicated that the 85th percentile speed¹ dropped about 1 mph hour and the absolute number of motorists exceeding 30 mph dropped even more significantly.

Step Eight - Council Action

The guidelines and code require the Council to approve the project before it can be installed. As mentioned above, the ordinance amends Chapter 15.26 of the BMC regarding Neighborhood Traffic Safety Program by adding the devices and locations to this Schedule J-1 (See Exh H).

Subsequent Steps Nine Through Eleven

Once the Council has acted in favor of the project, the Engineering Department submits detailed plans and specifications to the Board of Public Works for approval (Step Nine). Then, upon approval, the City will install the devices (Step Ten). The devices will be maintained by the Public Works Department, the trees will be maintained by the Parks and Recreation Department, and the other landscaping will be maintained by the neighborhood association (Step Eleven). And, after the devices have been installed for six months, the City may choose to reevaluate their effectiveness (Step Twelve).

¹ 85th Percentile Speed is the maximum speed at which 85% of the motorists travel.

**NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
7:30 P.M., WEDNESDAY, SEPTEMBER 21, 2005
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.**

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: Regular Session,
September 7, 2005

IV. REPORTS FROM:
1. Councilmembers
2. The Mayor and City Offices
3. Council Committees
4. Public

V. APPOINTMENTS TO BOARDS AND COMMISSIONS

VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS

1. Ordinance 05-26 To Designate an Economic Development Target Area (EDTA) - Re: 1010, 1018, 1026, 1034 and 1042 W. 14th Street (City of Bloomington Housing and Neighborhood Development Department and (Habitat for Humanity of Monroe County, Inc., Petitioners)

Committee Recommendation: Do Pass 8 – 0 – 0

2. Resolution 05-08 To Designate an Economic Revitalization Area, Approve a Statement of Benefits, and Authorize a Period of Tax Abatement - Re: 1010 1018 and 1026 W. 14th Street (Habitat for Humanity of Monroe County, Inc., Petitioner)

Committee Recommendation: Do Pass 8 – 0 – 0

3. Resolution 05-10 To Designate an Economic Revitalization Area, Approve a Statement of Benefits, Authorize a Period of Tax Abatement, and Indicate Intent to Waive Certain Statutory Requirements - Re: 1034 and 1042 W. 14th Street (City of Bloomington Housing and Neighborhood Development Department, Petitioner)

Committee Recommendation: Do Pass 8 – 0 – 0

4. Ordinance 05-25 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: Changes on North Dunn Street which Add Multi-Way Stop Signs at Saville Avenue and Tamarrack Trail (Section 15.12.010 - Schedule B) and Remove Authorization for Traffic Calming Devices (Section 15.26.040 – Schedule J-1)

Committee Recommendation: Do Pass 8 – 0 – 0

VII. LEGISLATION FOR FIRST READING

1. App. Ordinance 05-07 To Specially Appropriate from the Park Land Acquisition Fund Expenditures not otherwise appropriated (To Purchase Land Adjacent to the Griffy Lake Nature Preserve and Cascades Park)

2. Ordinance 05-28 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic”(Amending Chapter 15.26 “Neighborhood Traffic Safety Program” in Order to Authorize Traffic Calming Devices on Graywell Drive and East Gentry Boulevard)

VIII. PRIVILEGE OF THE FLOOR (This section of the agenda will be limited to 25 minutes maximum, with each speaker limited to 5 minutes)

IX. ADJOURNMENT

City of
Bloomington
Indiana

City Hall
401 N. Morton St.
Post Office Box 100
Bloomington, Indiana 47402



Office of the Common Council
(812) 349-3409
Fax: (812) 349-3570
e-mail: council@bloomington.in.gov

To: Council Members
From: Council Office
Re: Calendar for the Week of September 19 – 24, 2005
Date: September 16, 2005

Monday, September 19, 2005

3:00 pm Smoke-free Policy Committee, Hooker Room
4:00 pm Council for Community Accessibility, McCloskey
5:00 pm Farmers' Market Advisory Council, Showers Building, Room 250
5:00 pm Utilities Service Board, IU Research Park, 501 N. Morton St
5:30 pm Bicycle and Pedestrian Safety Commission, Hooker Room
5:30 pm Ridgemeade Hills Traffic Calming, Council Chambers

Tuesday, September 20, 2005

12:00 pm Bloomington Industrial Development Advisory Commission, Hooker Room
3:00 pm Bloomington Community Farmers' Market, Showers Plaza
3:30 pm Community and Family Resources Commission, Hooker Room
4:00 pm Board of Public Safety, 220 E. Third Street
5:30 pm Bloomington Public Transportation Corporation, 130 W. Grimes Lane
5:30 pm Board of Public Works, Council Chambers
5:30 pm Animal Control Commission, McCloskey

Wednesday, September 21, 2005

4:00 pm Martin Luther King, Jr. Birthday Commission, McCloskey
7:00 pm Council of Neighborhood Associations, Hooker Room
7:30 pm Common Council Regular Session, Council Chambers

Thursday, September 22, 2005

4:00 pm Bloomington Historic Preservation Commission, McCloskey
5:30 pm Board of Zoning Appeals, Council Chambers
7:00 pm Environmental Commission, McCloskey

Friday, September 23, 2005

12:00 pm Economic Development Commission, Hooker Room
1:30 pm Metropolitan Planning Organization Policy and Technical Advisory Committee,
McCloskey

Saturday, September 24, 2005

7:00 am Bloomington Community Farmers' Market, Showers Common

RESOLUTION 05-16

APPROVING THE PURCHASE OF LAND NEAR GRIFFY LAKE

- WHEREAS, Griffy Lake Nature Preserve (“Griffy”) is owned by the City of Bloomington Utilities Service Board and administered by the Parks and Recreation Department, and the City dedicated it as a nature preserve in 1991 by granting a conservation easement to the Indiana Department of Natural Resources; and
- WHEREAS, Griffy is a unique asset to the Bloomington community and serves important recreational, aesthetic and environmental purposes; and
- WHEREAS, the Parks Department has identified two parcels of land adjoining or near Griffy that are currently for sale, the acquisition of which would enhance Griffy by adding land for recreational use and greenspace protection; providing protection for approximately 1000 feet of Griffy Creek and for the Griffy watershed; and facilitating a connection between Cascades Park and Griffy; and
- WHEREAS, the property consists of two parcels, one containing approximately 12.47 acres located at the southeast corner of North Walnut Street and Old State Road 37, and the other containing approximately 14.79 acres and located on both sides of North Walnut Street between Blue Ridge Estates and Lower Cascades Park; and
- WHEREAS, the average of two appraisals for the 12.47 acre parcel is \$58,500, and the property owner has agreed to sell both parcels for \$58,500; and
- WHEREAS, on August 16, 2005 the Board of Park Commissioners approved acquisition of the property described above; and
- WHEREAS, in accordance with I.C. 36-1-10.5-5(1), the Common Council wishes to adopt a resolution which expresses interest in purchasing these specified parcels;

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

1. The acquisition of the above-described properties adjoining or near the Griffy Lake Nature Preserve serves a public purpose and furthers the public welfare by increasing recreational opportunities and greenspace and providing additional watershed protection to Griffy Lake.
2. The Bloomington Parks and Recreation Department is authorized to proceed with acquisition of the above-described properties, subject to applicable Indiana law and the availability of funds for the purchases.

PASSED and ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this ____ day of _____, 2005

ANDY RUFF, President
Bloomington Common Council

SIGNED and APPROVED by me upon this ____ day of _____, 2005.

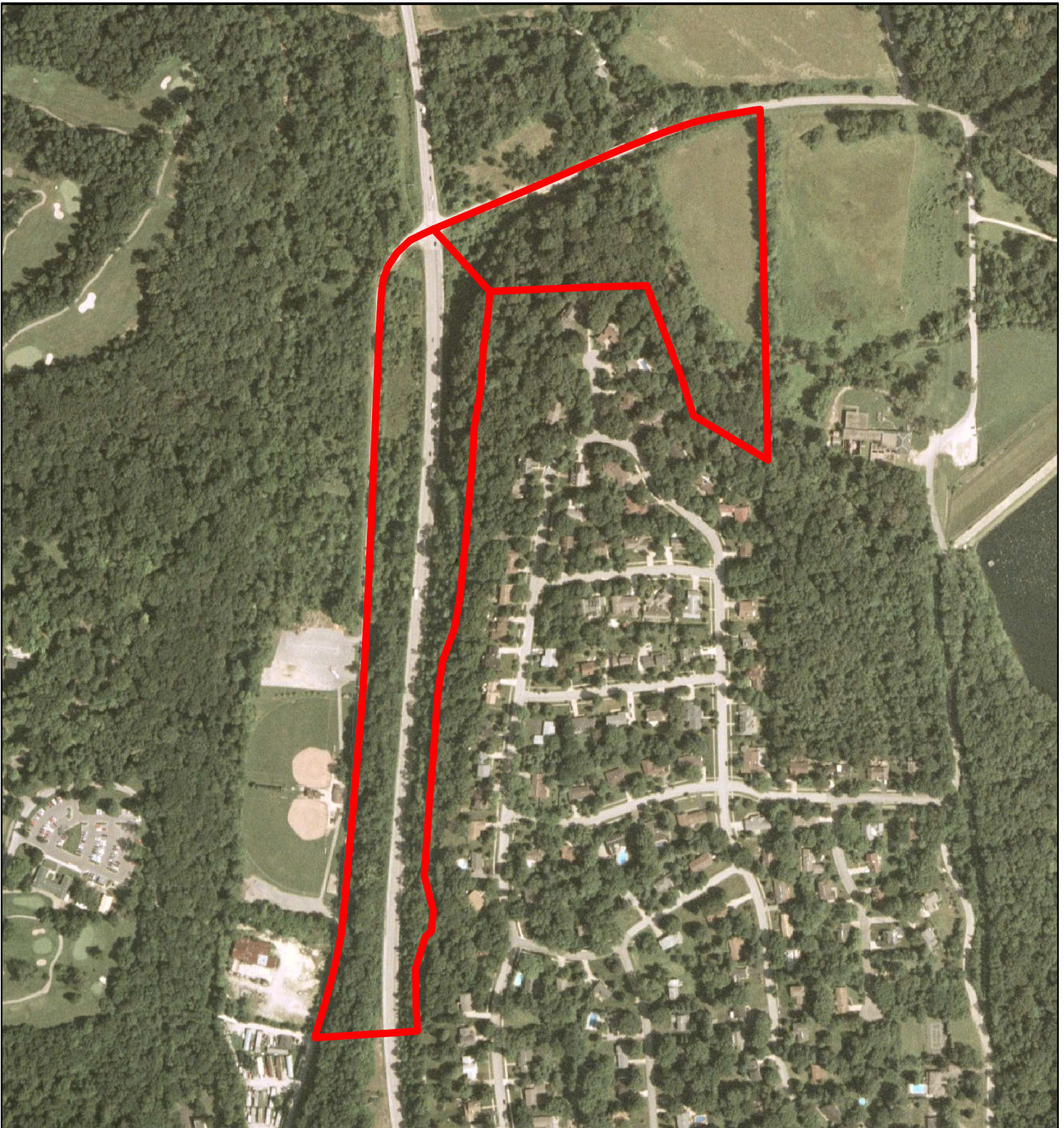
MARK KRUZAN, Mayor
City of Bloomington

ATTEST:

REGINA MOORE, Clerk
City of Bloomington

SYNOPSIS

This resolution approves the purchase of two parcels of land near Griffy Lake Nature Preserve.

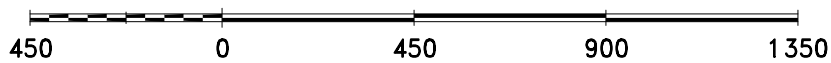


Proposed Land Purchase Near Griffy

By: haleyl

12 Sep 05

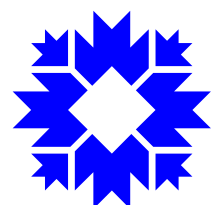
File: Lp1 and 2pc



For reference only; map information NOT warranted.



City of Bloomington



Scale: 1" = 450'



CITY OF BLOOMINGTON
parks and recreation

MEMORANDUM

TO: Common Council
FROM: Mick Renneisen, Parks and Recreation Administrator
DATE: September 12, 2005
SUBJECT: RESOLUTION 05-16 FOR APPROVAL OF LAND PURCHASE AND FUNDING

Background

The Parks and Recreation Department wishes to purchase two parcels of property adjacent to the Griffy Lake Nature Preserve and Cascades Park, as shown on the attached map, that the owner is offering for sale. The Board of Parks Commissioners unanimously approved the purchase at its August 16 meeting.

Parcel One

Land: One parcel contains about 12.47 acres and is located at the SE corner of N. Walnut St. and N. Old SR 37, between North Walnut Street and the City's Griffy property. The land contains no structures. Approximately 4.5 acres is steep wooded hillside, with approximately 3.5 acres of hayfield to the east. The remainder is scrub forest to the west of the ridge and riparian corridor to the east. It includes approximately 1000' of Griffy Creek.

Zoning: Hillside area outside floodplain (~4.5 acres) is RS2. Zoning within floodplain is Institutional.

Justification for Purchase: The acquisition is rated as a high priority because the parcel lies between Lower Cascades Park and Griffy Lake Nature Preserve. This property is desirable because its acquisition would:

- provide protection for approximately 1000' of Griffy Creek and significant forest.
- eliminate the possibility of homes being built on steep ridge within sight of three park properties.
- help facilitate a connection between Cascades Park and Griffy Lake Nature Preserve. There is a sidepath possibility from Cascades Park.

Purchase Price and Funding: Parks obtained two appraisals of this property, as required by Indiana statute. The average of the two is \$58,500. The Sellers have accepted the City's offer to purchase the land for this price. Funding will come from City Land Acquisition/Greenspace fund 207.

Parcel Two

The second parcel is remnant property from the construction and development of Blue Ridge Estates and is directly on the east and west side of Old Highway 37 (North Walnut). This parcel, containing approximately 14.79 acres, is owned by the same family as Parcel One. Due to the location and restraints on this site, the City requested that the owners consider selling both parcels for the average of the two appraisals for Parcel One. The owners agreed to those conditions in a counter-offer dated and signed by the owners on August 11, 2005. The owners stipulated that they wanted the closing date on the property to be on or before November 30, 2005.

A Phase I environmental study and an ALTA survey of both parcels is underway and will be completed prior to closing, as part of the City's conditions of acceptance of the offer.

From: Heslin, Maria
Sent: Tuesday, September 13, 2005 1:45 PM
To: police-everyone; util-everyone; fire-everyone; cityhall-everyone
Subject: [news] City Announces Greenspace Acquisition

FOR IMMEDIATE RELEASE
September 13, 2005

For more information, contact:
Maria K. Heslin, Communications Director, City of Bloomington, 349.3569

City Announces Greenspace Acquisition

BLOOMINGTON, IN — The City of Bloomington is making good on Mayor Mark Kruzan's campaign pledge to preserve greenspace within the city limits.

Kruzan announced today that the City would, pending City Council approval, purchase two parcels of property adjacent to the Griffy Lake Nature Preserve and Cascades Park. Together, the parcels total more than 27 acres of open land and will be purchased for \$58,500.

Funding for the purchase would come from the City Parks Land Acquisition Fund.

“This acquisition is a significant set aside of open land, and the purchase price is as great a bargain as the quality of the greenspace,” Kruzan said.

Kruzan has said he wants city government to set aside greenspace in tracts of all sizes. “We’ve deliberately sought to create and preserve open land in neighborhood developments, in parks and recreation settings and now in a large set aside project,” he said.

Kruzan credited two City Council Members in particular for his decision to approve the purchase. “Dave Rollo has long been a proponent of preserving greenspace through direct purchase by the City,” he said, “and Jason Banach identified the property and saw its potential, immediately.”

Banach contacted Kruzan about a 12-acre site with an asking price of \$100,000. The City and seller negotiated the price, and the City was able to more than double the number of acres available at just more than half the original asking price.

“We also owe a debt of gratitude to the Rumple family, which has harbored this wonderful property for many years and has been willing to make it available to the larger community for a more than fair price,” Kruzan said.

Kruzan said urban growth has caused fragmentation and loss of natural areas and wildlife habitat in the city, increasing the importance of greenspace acquisition. “The connectivity from Cascades through this new public land extending to the Griffy preserve makes it all the more meaningful,” he said.

Kruzan said the City placed high priority on the site for a number of reasons because it:

- provides protection for approximately 1,000 feet of Griffy Creek and significant forest,
- eliminates the possibility of homes being built on a steep ridge within sight of three park properties, and
- facilitates a connection between Cascades Park and Griffy Lake Nature Preserve.

He pointed to the uniqueness of the property as being another selling point for the public. “The land we’re acquiring consists of steep wooded hillside, hayfields, scrub forest and riparian corridor,” Kruzan said.

“This acquisition is one of those proverbial one-in-a-lifetime opportunities,” he said, “and one the City is fortunate to make.”

APPROPRIATION ORDINANCE 05-07

**TO SPECIALLY APPROPRIATE FROM THE PARK LAND ACQUISITION FUND
EXPENDITURES NOT OTHERWISE APPROPRIATED
(To Purchase Land Adjacent to the Griffy Lake Nature Preserve and Cascades Park)**

WHEREAS, the Parks Land Acquisition Fund was established in 1990 for the acquisition of land for park purposes; and

WHEREAS, the Parks and Recreation Department desires to purchase land adjacent to the Griffy Lake Nature Preserve and Cascades Park using a portion of the available funds in the Parks Land Acquisition Fund contingent upon satisfaction of the terms and provisions of the City's "Revised Offer to Purchase Real Estate" dated August 3, 2005 and the sellers' "Counter Offer #1" dated August 11, 2005;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. For the expenses of said Municipal Corporation, the following additional sums of money are hereby appropriated and ordered set apart from the funds herein named and for the purposes herein specified, subject to the laws governing the same:

| | AMOUNT REQUESTED |
|-----------------------------------|------------------|
| Parks Land Acquisition Fund | |
| Line 54110 – Land Purchase | \$ <u>58,500</u> |
| Total Parks Land Acquisition Fund | \$ <u>58,500</u> |

SECTION II. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2005.

ANDY RUFF, President
Bloomington Common Council

ATTEST:

REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2005.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2005.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance appropriates \$58,500 from the Parks Land Acquisition Fund in order to purchase land adjacent to the Griffy Lake Nature Preserve and Cascades Park.



MARK KRUZAN
MAYOR

CITY OF BLOOMINGTON

401 N Morton St
Post Office Box 100
Bloomington IN 47402

SUSAN CLARK
CONTROLLER

CONTROLLER'S OFFICE

p 812.349.3412
f 812.349.3456
controller@bloomington.in.gov

Memorandum

To: Council Members
From: Susan Clark, Controller
Date: September 12, 2005
Re: Appropriation Ordinance 05-07

In Appropriation Ordinance 05-07, we are requesting authorization for an expenditure of \$58,500 from the Park Land Acquisition Fund (a.k.a. the Greenspace Fund). The Parks and Recreation Department has an accepted offer to purchase the land adjacent to the Griffy Lake Nature Preserve and Cascades Park. The closing will occur no later than November 30, 2005. The offer is contingent upon satisfaction of the terms and provisions of the City's "Revised Offer to Purchase Real Estate" dated August 3, 2005 and the sellers' "Counter Offer #1" dated August 11, 2005. Please refer to the memo from Mick Renneisen which accompanied Resolution 05-16 "Approving the Purchase of Land near Griffy Lake."

The available balance in the fund today is sufficient to cover the appropriation, and there are no other obligations at this time.

Feel free to contact me by email at clarks@bloomington.in.gov or by phone at 349-3412 at any time.



ORDINANCE 05-28

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED
“VEHICLES AND TRAFFIC”
(Amending Chapter 15.26 “Neighborhood Traffic Safety Program” in Order to Authorize
Traffic Calming Devices on Graywell Drive and East Gentry Boulevard)**

- WHEREAS, Indiana Code 9-21-4-3 authorizes cities to install traffic calming devices on public streets as long as their design and use conform to generally accepted engineering principles of road design; and
- WHEREAS, Ordinance 99-16 established Chapter 15.26 of the Bloomington Municipal Code entitled “Neighborhood Traffic Safety Program” (NTSP) and set forth Schedule J-1, which identifies the type and location of traffic calming devices within the City; and
- WHEREAS, the Gentry Estates Neighborhood Association has petitioned the City for the installation of traffic calming devices on portions of Graywell Drive and Gentry Blvd. pursuant to the NTSP guidelines and procedures; and
- WHEREAS, in accordance with the NTSP guidelines and procedures, a traffic calming proposal favored by the directly affected households and Bicycle and Pedestrian Safety Commission has come forward to the Common Council; and
- WHEREAS, the Common Council has considered the proposal and wishes to amend Schedule J-1 of Chapter 15.26 of the Bloomington Municipal Code in order to add certain traffic calming devices to the certain locations within the City;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION I. The Common Council approves the installation of certain traffic calming devices and amends Schedule J-1 (Traffic Calming Locations) of Chapter 15.26 (Neighborhood Traffic Safety Program) to include the following type of traffic calming devices at the following location, which shall be inserted in alphabetical order in said schedule:

**SCHEDULE J-1
TRAFFIC CALMING LOCATIONS**

| Street | From | To | Type of Devices |
|----------------------|----------------------|--------------------------|------------------------|
| East Gentry Blvd. | South Graywell Drive | Duncaster/Chaseway Court | Traffic Island |
| South Graywell Drive | East Cricket Knoll | East Chadwick Court | Traffic Island |
| South Graywell Drive | East Chadwick Court | East Bill Mallory Blvd. | Traffic Circle |

SECTION II. If any sections, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION III. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2005.

ANDY RUFF, President
Bloomington Common Council

ATTEST:

REGINA MOORE, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2005.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2005.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves the permanent installation of a series of traffic islands and a traffic circle along South Graywell Drive from East Bill Mallory Boulevard to East Cricket Knoll and a traffic island on East Gentry Boulevard from South Graywell Drive to South Duncaster/Chaseway Court. It takes these actions by inserting these traffic calming devices and locations into Schedule J-1 of the Chapter 15.26 of the Bloomington Municipal Code.

INTEROFFICE MEMORANDUM

TO: COMMON COUNCIL MEMBERS
FROM: JUSTIN D. WYKOFF, MANAGER OF ENGINEERING SERVICES
SUBJECT: GENTRY ESTATES (SOUTH GRAYWELL) TRAFFIC CALMING
DATE: 9/15/2005
CC: CORRESPONDENCE FILE

In working with the N.T.S.P. (Neighborhood Traffic Safety Program) I will try and identify the process that has taken to get us to Step 8 of the N.T.S.P. which gets us to this point of Council Action.

Step 1 – Apply to Participate

The City of Bloomington received the Participation Application (**Exhibit ‘A’**) for traffic calming on July 26, 2003 from the Gentry Estates Neighborhood Association. This petition (Exhibit ‘B’) passed step one by receiving 75.9% of the 83 possible signatures. This application was endorsed by Councilman Mike Diekhoff and signed petitions from the neighboring area (**Exhibit ‘C’ – Area Map**) (**Exhibit ‘D’ – Petition Area Map**) were attached.

Step 2 – Engineering Staff Review and Preliminary Data Collection

The Engineering department performed traffic studies From September 3 to September 5, 2003. Attached is a copy of a data sheet that shows collected count information and is labeled as **Exhibit ‘E’**. That study clearly showed that a large percentage of vehicles travel under the posted 30 m.p.h. speed limit. Accident studies were also collected but did not indicate a specific problem situation with 1 accident occurring since 1998. Engineering Department also met with Police, Fire, and Emergency personnel to discuss traffic calming options. We received an overwhelming response to choose an alternative method other than our typical speed hump. We thought of this as a challenge to demonstrate to the citizens of Bloomington that there are other alternatives available and this could be a unique location to be able to demonstrate their usage.

Step 3 – BPSC Review of Engineering Studies and Petitions

The Bicycle and Pedestrian Safety Commission reviewed the N.T.S.P. petition at their December 15, 2003 meeting along with additional Engineering information. BPSC voted in favor of the petition for traffic calming for this street.

Step 4 – Public Meeting

At the their December 15, 2003 BPSC meeting we needed to schedule a Public Meeting to discuss the traffic calming measures that were to be proposed. The public meeting for this project was held on January 31 at 10:00 a.m. at Day Mortuary. The public meeting was attended by 10 residents. An alternative design was proposed by the neighborhood and a final drawing was

presented at the next official neighborhood meeting at their request. This meeting was at 9:30 a.m. on March 6, 2004 at Day Mortuary.

At the March 6, 2004 neighborhood meeting a final drawing was presented and rejected by the neighborhood, it was determined by the neighborhood association board that another meeting should be scheduled involving the neighbors and the board only to determine an appropriate design from the ones presented by the Engineering Department.

Step 5 – Preparation of Alternative Designs and Selection of Proposed Plan

Effectiveness – This plan, by engineering standards, shall perform to minimize traffic speed on this neighborhood. With traffic calming being relatively new to most people in the United States we reviewed numerous case studies and locations where we felt traffic calming would be effective in accomplishing its intended function. The potential gains versus costs and benefits associated with various traffic calming measures. The final consensus was not reached at this meeting but the neighborhood believes that a traffic circle and the realignment of two key intersections will alleviate most of the problem. The BPSC believes that this along with possible additions of speed humps if needed later will be the most beneficial measure for this particular site after taking into consideration all other alternatives.

Overall Public Safety – By being able to take into account pedestrian, bicycle and vehicular transportation, including emergency services personnel we support the implementation of this traffic calming along this section of roadway.

A copy of the final NTSP Ballot Drawing is attached as **Exhibit ‘F’**

Step 6 – Project Ballot

Step 6 of the Neighborhood Traffic Safety Program states, *“To forward a project to the Common Council, a majority of the eligible households and businesses must respond favorable by ballots. If over 50% of all eligible ballots respond in favor of the project, then it must be forwarded to the Common Council”. “If however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second ballot shall be mailed to those addresses that did not respond to the first ballot”.*

In accordance with step 6 of the NTSP, ballots (**Exhibit ‘G’**) were sent to 83 residences in the affected area. Balloting was closed on October 4, 2004. Of the 83 ballots sent out 60, or 72.3%, were returned. Of the 60 ballots returned, 43 were votes in favor of the proposed measures. These 43 votes constitute 71.7% of the returned ballots and 51.8% of the total number of ballots. The results indicate that a majority, as defined by the NTSP, of affected residences are in favor of the proposed measures. According to the NTSP, this closed the balloting procedure and the measures moved forward to Step 7.

Step 7 – Testing and Evaluation of Traffic Calming Device(s)

As of September 12, 2005 Testing and evaluation of the proposed Traffic calming measures are ongoing. Temporary islands and traffic circles will be installed. Traffic counts are to be taken before and after the installation of temporary measures to evaluate their effectiveness. This testing and evaluation will be complete prior to meeting in which the City Council will take action on the matter.

Ordinance 05-28

Exhibit A:
Gentry NTSP Application

City of Bloomington Neighborhood Traffic Safety Program Participation Application

Please fill out the following request form as accurately as possible and return the original copy of this form by mail or hand delivery (sorry, no faxes) to:

ATTN: Russell White, City Engineering Department,
401 N. Morton Street, Suite #130, Bloomington, IN 47404.

Name: Mark & Susan Calvert-Rosenberg Date: 7/26/03
Telephone #: 812-333-4916 e-mail: mscrblom@hotmail.com
Neighborhood Association (If Applicable): Gentry Estates HO's Assn.
Street Name(s): Graywell Drive
Section and Township of Neighborhood (If known): Perry
City Councilperson Signature: [Signature] Date: 7/26/03

General Description of Problem.

Please be as descriptive as possible. Include references, if applicable, to excess speed, cut through traffic, congestion/excess volume, safety concerns, running/ignoring regulatory signs, etc. If necessary, use another sheet of paper and attach to this application.

Graywell Drive has a lot of pedestrian traffic and many children living on the street. It is also trafficked by bicyclers. We observe people speeding (in vehicles) down Graywell between Gentry Blvd. and Bill Mallory, after ignoring stop signs. It is a natural cut-through between 44th and Third Street.

Suggestions and Comments:

Suggestions are very helpful to City staff so that we can get a better feel of what your neighborhood wants to accomplish from this program, and what types of studies would be most appropriate. This can include changes to infrastructure, educational programs, increased enforcement, or any other measure that you, as a neighborhood or group, feel that the City can do to address your concerns. A process that has proven to be very helpful is when neighborhoods and groups conduct surveys beforehand and include them with the application. If necessary, use another sheet of paper and attach to this application.

Every person we spoke with (including those who didn't sign) were concerned about safety due to speeding. Those who did not sign, and many who did, did not want speed bumps. Signage, lowering the speed limit, and rumblers were suggested as means for addressing the problem.

*****NOTES*****

Neighborhood Traffic Safety Program:

Copies of the complete NTSP are available from the City Engineering Department anytime during regular business hours. It is highly recommended that the entire process be carefully reviewed before any application is made.

Questions about the application or the NTSP:

Any questions about the NTSP or the application should be directed to: Russell White, (812) 349-3417 or engineering@city.bloomington.in.us

In General:

It is also encouraged for the applying party to have a 'pre-application' meeting. In this meeting the Engineering Department can provide assistance such as mailing lists, maps of the areas in question and general advise and guidance in other matters, such as determining effected areas for the application.

Resident Signatures:

A petition, with signatures and addresses, from at least 51% of the effected residences/businesses in the neighborhood or area must be attached to this application for submittal. Each household or business is entitled to ONE signature on the petition. The City Engineering Department will verify all addresses.

Thank you for your interest in the City of Bloomington Neighborhood Traffic Safety Program

Ordinance 05-28

Exhibit B:
Gentry NTSP Petition

In order to better provide for the safety of those along Graywell Drive and for the protection of personal property, we, the signers of this petition request that the city of Bloomington, Indiana:

1. carefully evaluate driving patterns of motorists using Graywell Drive, with special consideration to speed of vehicles;
2. study alternatives for speed reduction; and
3. implement option/s that are best suited to the Gentry Estates neighborhood.

Consideration might be given to signage that slows or stops traffic midway down the street. This option could be implemented rather quickly as a pilot study for the summer. Late spring through early fall seems to be the period of highest traffic and greatest speed.

4291 Cricket Knoll
Bryan & Laurie Bailey

4288 Cricket Knoll
Doug & Eve Alexander

4294 Cricket Knoll
David Skirvin

4300 Cricket Knoll
Jim & Kim Ramsey

4306 Cricket Knoll
William & Jaime Poland

4312 Cricket Knoll
Jack & Marjorie Polk

4318 Cricket Knoll
Tom & Susan Lee

4301 Cricket Knoll
Dr. Akwasi Assensoh / Dr. Yvette Alex-
Assensoh

4307 Cricket Knoll
Carl & Annette Briggs

4313 Cricket Knoll
Anurag Shankar & Lisa Esman

4319 Cricket Knoll
Marlene Johnson

1119 Chaseway Ct.
Curt & Lori Mallory

1112 Chaseway Ct.
Richard & Carolyn Woelmer

1106 Chaseway Ct.
John & Maxine McKinley

1100 Chaseway Ct.
(Owner/Occupant)

1040 Duncaster Ct.
Paul & Robin Lori

1034 Duncaster Ct.
Matthew & Jennifer Morris

1028 Duncaster Ct.
Charles & Connie Carney

1033 Duncaster Ct.
Alan & Julie Jochem

1124 Graywell Drive
Matthew & Amy Stark

1118 Graywell Drive
Raymond & Amy Foster

1117 Graywell Drive
Michael & Christine Gordy

1106 Graywell Drive
Norbert & Martha Gossman

Martha Gossman

1100 Graywell Drive
Wendell Frederick

Wendell Frederick

1050 Graywell Drive
Stephen & Melinda Dye

Melinda S. Dye

1046 Graywell Drive
Keith Klein

NO

1040 Graywell Drive
Guy & Cheri Haskell

Cheri Haskell

1030 Graywell Drive
Mark & Susan Calvert-Rosenberger

Susan Calvert-Rosenberger

1024 Graywell Drive
Jim & Jennifer Price

Jennifer Price

1018 Graywell Drive
Ron & Andrea Burton

This property is
currently unoccupied

1012 Graywell Drive
Muhammed & Yasmina Sahnouni

Muhammed Sahnouni

1006 Graywell Drive
Dennis Campbell & June Hacker

Dennis Campbell

1000 Graywell Drive
Wayne & Laura Pate

Laura Pate

970 Graywell Drive
John & Kirstin Schwandt

John & Kirstin Schwandt

964 Graywell Drive
Rick & Barb Hill

Rick Hill

824 Graywell Drive
James & Angeli Brooks

Angeli Brooks

818 Graywell Drive
Dale & Sharon Scott

NO

812 Graywell Drive
Nancy Wilzbacher

NO

806 Graywell Drive
John Potts

NO

800 Graywell Drive
David & Lisa Hobbs

David Hobbs

4235 Bill Mallory Blvd
Deborah Cronin

4241 Bill Mallory Blvd.
Robert & Brenda Whitaker

Robert Whitaker

4301 Bill Mallory Blvd.
Maurice & Gladys Weddle

Maurice Weddle

4307 Bill Mallory Blvd.
Raymond & Delphine Lepore

Delphine E Lepore

4318 Bill Mallory Blvd.
Gene & Betty Fields

Gene Fields

4319 Bill Mallory Blvd.
John Arnold

John Arnold

NO 4325 Bill Mallory
Al & Jean Pyle

4322 Bill Mallory Blvd.
Tom & Sara Lillis

Tom Lillis

4316 Bill Mallory Blvd.
Brent & Caryn Attwater

Brent Attwater

4310 Bill Mallory Blvd.
Marjorie Snyder

Marjorie Snyder

801 Graywell Drive
George & Ann Marie Burkhardt

Ann Burkhardt

807 Graywell Drive
Espan & Anna Jensen

Espan Jensen

813 Graywell Drive

"Sammy" Brown & Emmie Msiska

Sammy Brown

16 819 Graywell Drive
John & Dorothy Barone

4301 Whitley Drive
James & Shelia Ray

James Ray

4307 Whitley Drive
John & Keely Hurlow

John Hurlow

814 Maria Court
William Mussler

not home

808 Maria Court
Vickie May

not home

802 Maria Court
Ehsan & Soraya Noorzad

no home

805 Maria Court
Randy & Barbara Zinn

Barbara Zinn

811 Marie Court

Milton & ~~Loren~~ Marten

Milton Marten
Stephen A. Johnson

817 Maria Court

Shawn & Lisa Slavin

Stephen A. Johnson

4318 Whitley Drive
Eric & Darla Wilson

Darla Wilson

4312 Whitley Drive
Raymond & Patricia Bloomer

were back early every 6:00 talk w/ Pat

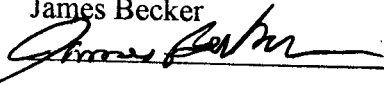
4306 Whitley Drive *rec 7/20*
Mike & Marcia Manzo

4300 Whitley Drive
Mary Jane Lawhead

NO

4301 Chadwick Court

James Becker



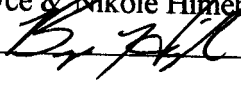
4307 Chadwick Court

John & Cindy Carini



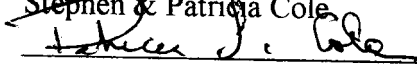
4313 Chadwick Court

Bryce & Mikole Himebaugh



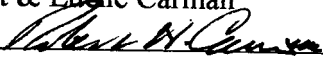
4312 Chadwick Court

Stephen & Patricia Cole



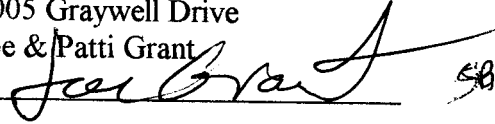
4306 Chadwick Court

Robert & Lucile Carman



1005 Graywell Drive

Joe & Patti Grant

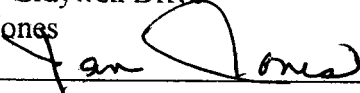


1011 Graywell Drive

Stephen & Sara Hudson

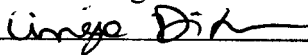
1017 Graywell Drive

Jan Jones



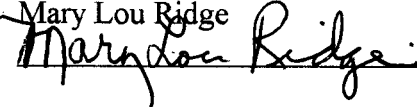
1025 Graywell Drive

Chris & Angie Dixon



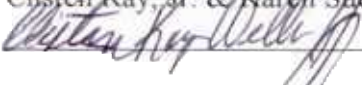
1031 Graywell Drive

Mary Lou Ridge



1037 Graywell Drive

Clisten Ray, Jr. & Karen Sue Wells



1043 Graywell Drive

Wen Huang & Liana Zhou



1049 Graywell Drive

Owner/ Occupant

1101 Graywell Drive

Owner/ Occupant

Property
Vacant

1107 Graywell Drive

Edward Delgado-Romero Heesacker
& Amy Heesacker

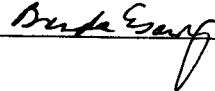


1113 Graywell Drive

Barry & Anita Netherrey

1119 Graywell Drive

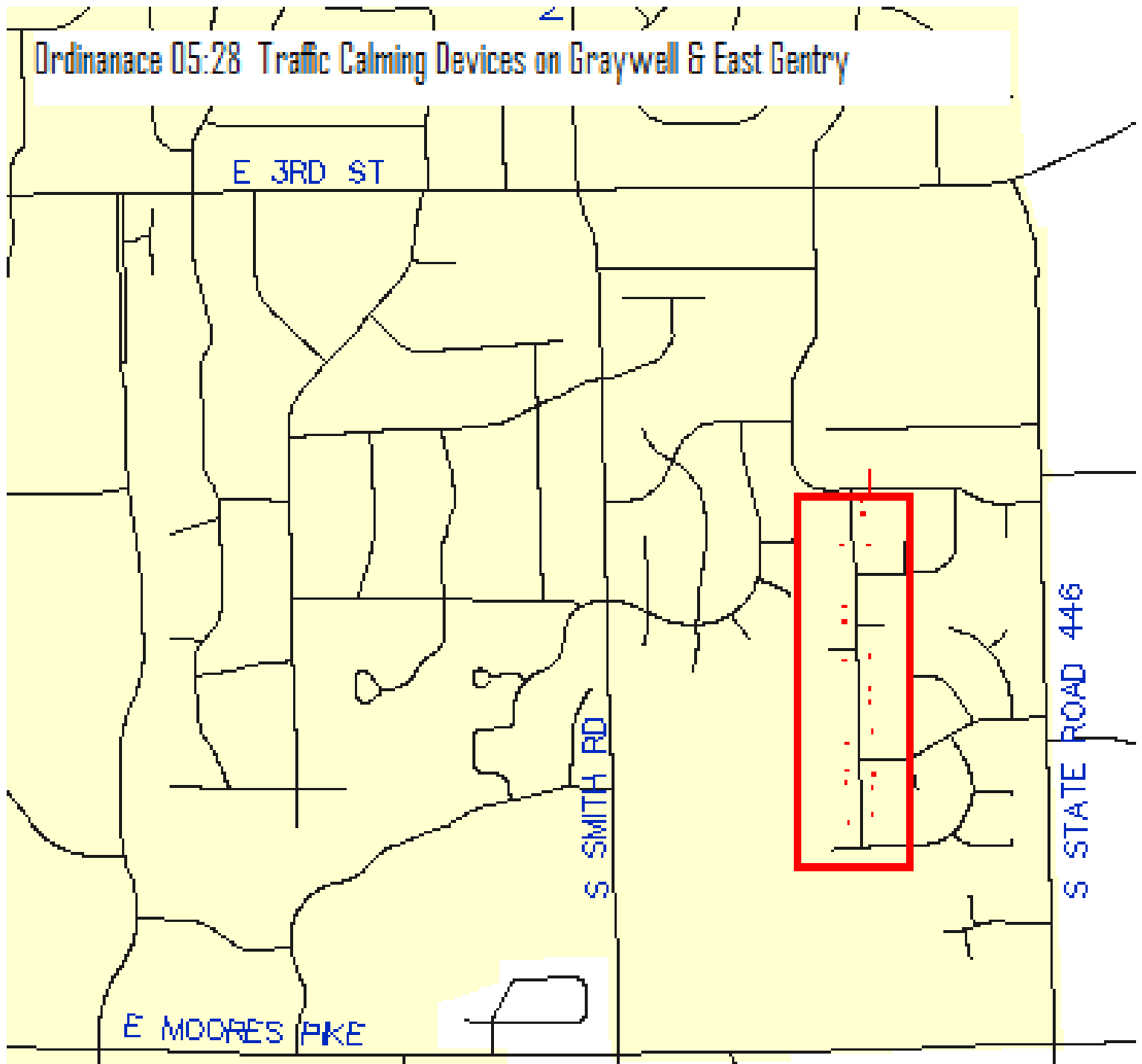
David & Brenda Esarey



Ordinance 05-28

Exhibit C:
Gentry NTSP Area Map

Ordinance 05:28 Traffic Calming Devices on Graywell & East Gentry



Ordinance 05-28

Exhibit D:
Gentry NTSP Petition Area

EXHIBIT "D"



GENTRY ESTATES NTSP PETITION AREA

CITY OF BLOOMINGTON, ENGINEERING DEPARTMENT

Ordinance 05-28

Exhibit E:
Engineering Traffic Study

Gentry Estates

Engineering Study Data Summary

Four types of studies were conducted for this area: Volume, Speed, Cut through, and Accident Frequency. These studies took place as a result of a request for traffic calming in the Gentry Estates neighborhood which contains the following streets:

South Graywell Drive between East Bill Mallory Blvd. and East Whitely Drive
 South Graywell Drive between East Chadwick Court and East Gentry Blvd.
 South Graywell Drive between East Gentry Blvd. and East Cricket Knoll

For the Volume and Speed Studies, pneumatic tube-type traffic counters were used to collect vehicle data. The City Engineering Department staff placed Three (3) counters on September 3, 2003 at the following locations in the neighborhood:

South Graywell Drive between East Bill Mallory Blvd. and East Whitely Drive
 South Graywell Drive between East Chadwick Court and East Gentry Blvd.
 South Graywell Drive between East Gentry Blvd. and East Cricket Knoll

The traffic counters collected data for 48 consecutive hours at midpoint locations between intersecting streets. The 48-hour intervals insure the most accurate data in the event of a random volume spike, such as the result of public and sporting events. In this study, however, both days of data were consistent.

The resulting data from these studies are as follows:

1. Traffic Volumes on South Graywell Drive:

(Between East Bill Mallory Blvd. and East Whitely Court) September 3, 2003

Northbound: 264 Veh./Day

Southbound: 284 Veh./Day

Total: 548 Veh./Day

(Between East Chadwick Court and East Gentry Blvd.) September 3, 2003

Northbound: 169 Veh./Day

Southbound: 196 Veh./Day

Total: 365 Veh./Day

(Between East Gentry Blvd and East Cricket Knoll) September 3, 2003

Northbound: 105 Veh./Day

Southbound: 85 Veh./Day

Total: 190 Veh./Day

2. 85th Percentile Speeds*:

(Between East Bill Mallory Blvd. and East Whitely Court) September 3, 2003

Northbound: 29 mph

Southbound: 29 mph

(Between East Chadwick Court and East Gentry Blvd.) September 3, 2003

Northbound: 31 mph

Southbound: 30 mph

(Between East Gentry Blvd and East Cricket Knoll) September 3, 2003

Northbound: 31 mph

Southbound: 29 mph

3. Number of vehicles in excess of (mph) (per 24 hour period):

(Between East Bill Mallory Blvd. and East Whitely Court) September 3, 2003

Northbound 31-35 mph: 18
Southbound 31-35 mph: 10
Northbound 36-40 mph: 2
Southbound 36-40 mph: less than 1
Northbound 41-45 mph: less than 1
Southbound 41-45 mph: 0
Northbound 46-50 mph: less than 1
Southbound 46-50 mph: 0

(Between East Chadwick Court and East Gentry Blvd) September 3, 2003

Northbound 31-35 mph: 23
Southbound 31-35 mph: 19
Northbound 36-40 mph: 5
Southbound 36-40 mph: 3
Northbound 41-45 mph: less than 1
Southbound 41-45 mph: less than 1
Northbound 46-50 mph: less than 1
Southbound 46-50 mph: 0

(Between East Gentry Blvd and East Cricket Knoll) September 3, 2003

Northbound 31-35 mph: 14
Southbound 31-35 mph: 7
Northbound 36-40 mph: 2
Southbound 36-40 mph: 1
Northbound 41-45 mph: Less than 1
Southbound 41-45 mph: Less than 1
Northbound 46-50 mph: less than 1
Southbound 46-50 mph: 0

The Cut Through Traffic study was conducted on December 9, 2003, at three locations in the Gentry Estates neighborhood. City Engineering staff collected identifying data and exact times of vehicles entering and exiting the neighborhood at East Bill Mallory Blvd. and South Graywell Drive, East Gentry Blvd. and South Graywell Drive, and South State Road 446, and East Gentry Blvd. This study was conducted in two intervals: in the morning between 7:00 a.m. and 9:00 a.m.; and in the evening between 4:00 p.m. and 6:00 p.m. These times chosen represent the morning and evening peaks, as determined by the previously conducted Volume Study.

4. Cut Through Traffic:

7:00 a.m. - 9:00 a.m.: 4 Vehicles cut through out of 171 counted

4:00 p.m. - 6:00 p.m.: 3 Vehicles and 1 bicyclist cut through out of 200 counted

Percent of cut through vehicles observed (average of a.m. & p.m.): 2.16% (or 21 vehicles in 1,000)

The accidents that occurred within the Gentry Estates neighborhood were closely evaluated to find if any could have possibly been corrected by the installation of some type of traffic calming device and/or a reduction in motor vehicle speed through the neighborhood.

4. Accident Data

Accident reports for every intersection within and around the neighborhood were evaluated. Of the 1 accident** that occurred in and around the Gentry Estates neighborhood occurring since 1998, none were considered possibly correctable by the installation of some type of traffic calming device and/or a reduction in motor vehicle speed through the neighborhood.

** The 85th Percentile Speed is the speed at which 85 percent of the motorists are travelling at or under; this speed is typically used for various traffic engineering calculations.*

*** The 1 accident that occurred in the previous 4 years were at the following locations:
East Gentry Blvd and State Road 446: 1 Accident*

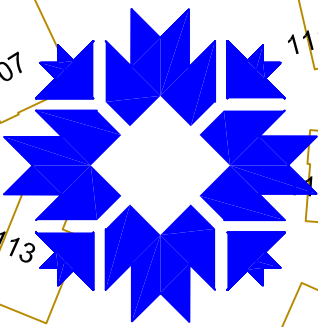
Note: this is only a summary of the data collected for this specific site, it contains no recommendations or conclusions for this specific site.

Ordinance 05-28

Exhibit F:
Ballot Picture of Traffic Calming Proposal

EXHIBIT "F"

City of Bloomington
Engineering Services



Ordinance 05-28

Exhibit G:
Traffic Calming Ballot

Gentry Estates Neighborhood Traffic Calming Survey

Please print your name and address so we can verify the eligibility of your response to this survey. Your response below will be separated from this information — your name will not be associated with your vote on this issue.

Resident Name: _____

Resident Address: _____

This ballot will be separated by City Engineering Department staff. Please do not cut before sending.



Gentry Estates Neighborhood Traffic Calming Survey

Please check only one answer. The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal and will consist of 2 Center Islands; one mid-block between Chadwick Ct. and Gentry Blvd., and one mid-block between Graywell Dr. and Chaseway Ct. This plan also includes 1 Traffic Circle at the intersection of Graywell Dr. and Whitley Dr. No special comments will be considered on this form. If a given response is not marked, this ballot will be considered a non-response, and the Engineering Department may send you a second ballot. The deadline for returning this ballot is October 4, 2004. If the ballot is postmarked later than October 4, 2004, it will not be included in the final tally. If you have a question or concern, please call **Russell White** at (812)349-3417.

☐ **YES:** As a resident in the Gentry Estates neighborhood, I **AM** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

☐ **NO:** As a resident in the Gentry Estates neighborhood, I **AM NOT** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

Ordinance 05-28

Exhibit H:
Proposed Changes as Tracked Against
the Bloomington Municipal Code

~~strike~~ – proposed deletion
bold – proposed addition
 ► -- relevant section

Amendments to Chapter 15.26.040 Proposed in Section 1 of Ord 05-28

Chapter 15.26

NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

| | |
|------------------|--|
| 15.26.010 | Definitions. |
| 15.26.020 | Neighborhood traffic safety program. |
| 15.26.030 | Utilization of neighborhood traffic safety program locations. |
| 15.26.040 | Traffic calming locations. |

15.26.010 Definitions.

When appearing in this chapter the following phrases shall have the following meanings:

"Traffic calming device" has the meaning set forth at Indiana Code 9-21-4-3(a). (Ord. 99-16 § 2 (part), 1999).

15.26.020 Neighborhood traffic safety program.

The neighborhood traffic safety program developed by the city engineering department and the bicycle and pedestrian safety commission shall be incorporated by reference into this chapter and includes any amendments to the program, as approved by the common council by ordinance. Pursuant to Indiana Code 36-1-5-4, two copies of the neighborhood traffic safety program shall be available in the city clerk's office for public inspection. (Ord. 99-16 § 2 (part), 1999).

15.26.030 Utilization of neighborhood traffic safety program locations.

The city shall follow the policies and procedures set forth in the neighborhood traffic safety program to determine the appropriate location and construction of traffic calming devices and related traffic control devices in neighborhoods. (Ord. 99-16 § 2 (part), 1999).

15.26.040 Traffic calming locations.

The locations described in Schedule J-1 shall have devices installed for the purpose of neighborhood traffic calming. (Ord. 00-22 § 2, 2000; Ord. 99-16 § 2 (part), 1999).

SCHEDULE J-1

TRAFFIC CALMING LOCATIONS

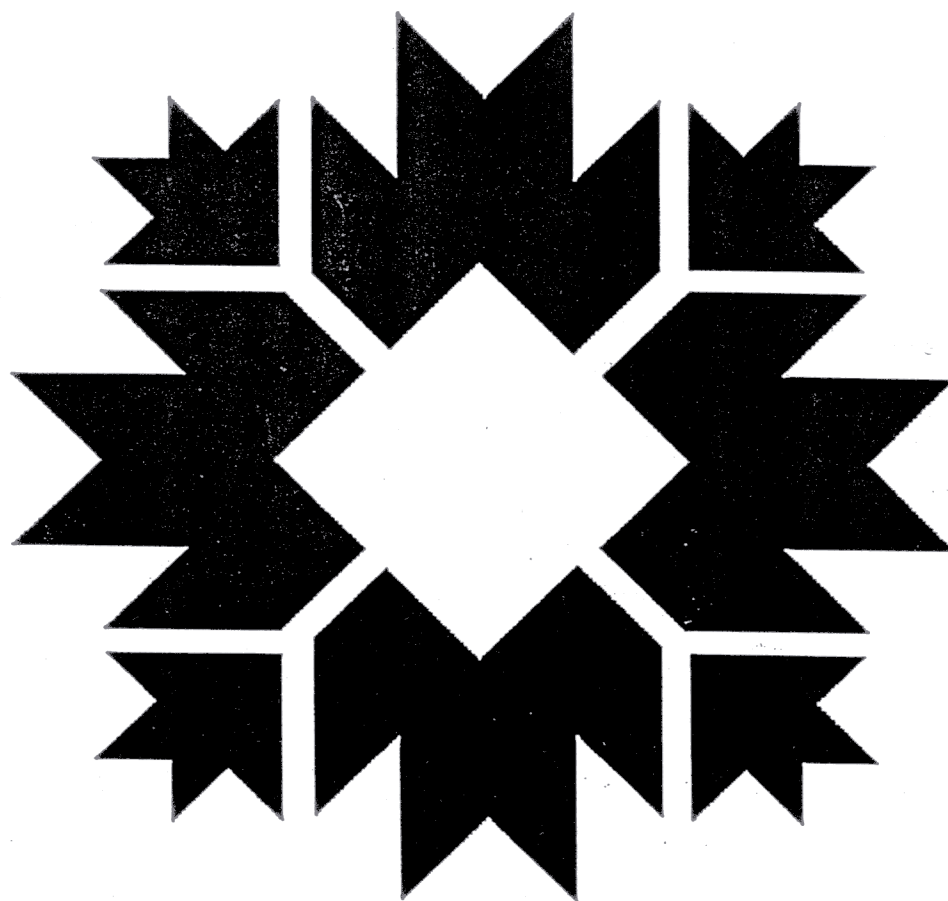
| Street | From | To | Type of Device |
|-------------------------------|---|---------------------------------|----------------------------|
| Azalea Lane East | Wylie Farm Road | Highland Avenue | Traffic Islands |
| Azalea Lane East | Summerwood Court | Erin Court | Speed Hump (14') |
| Covenanter Drive | High Street | College Mall Road | Speed Humps (22') |
| Dunn Street | North & South of the intersection at Vernon Avenue | | Traffic Islands |
| Dunn Street | Vernon Avenue | Saville Avenue | Chicane |
| Dunn Street | North & South of the intersection at Saville Avenue | | Traffic Islands |
| Dunn Street | Intersection at Glendora Drive | | Traffic Circle |
| First Street | Sheridan Drive | High Street | Speed Humps (12') |
| Glenwood Avenue West | Morningside Drive | Longview Avenue | Speed Humps (14') |
| ► Gentry Blvd. | South Graywell Drive | Duncaster/Chaseway Court | Traffic Island |
| ► South Graywell Drive | East Cricket Knoll | East Chadwick Court | Traffic Island |
| ► South Graywell Drive | East Chadwick Court | East Bill Mallory Blvd. | Traffic Circle |
| Longview Avenue | Glenwood Avenue West | Glenwood Avenue East | Speed Humps (14') |
| Morningside Drive | Third Street | Smith Road | Speed Humps (12') |
| Sixth Street | Intersection at Oak Street | | Traffic Circle |
| Sixth Street | West of the intersection at Rogers Street | | Street Narrowing |
| Sixth Street | Intersection at Waldron Street | | Traffic Circle |
| Third Street | West of the intersection at Rogers Street | | Street Narrowing |
| West Third Street | Jackson Street | Walker Street | Street Narrowing Bump Outs |

(Ord. 03-18 § 2, 2003; Ord. 02-05 § 1, 2002; Ord. 02-04 § 11, 2002; Ord. 05-14).

Ordinance 05-28

Exhibit I:
NTSP Procedures

**NEIGHBORHOOD
TRAFFIC
SAFETY
PROGRAM**



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INTRODUCTION:

The City of Bloomington places a high value on neighborhood livability. Although livability can have several definitions, it can be generally thought of as encompassing the following characteristics:

- The ability of residents to feel safe and secure in their neighborhood.
- The opportunity to interact socially with neighbors without distraction or threats.
- The ability to experience a sense of home and privacy.
- A sense of community and neighborhood identity.
- The ability to conveniently, safely and enjoyably walk, bike and take transit.
- The ability of parents to feel that their children's safety is not at risk by playing in the neighborhood.
- A balanced relationship between multiple uses and needs of a neighborhood.

Neighborhood traffic conditions can have a significant impact on these characteristics.

As population and employment in the City of Bloomington and Monroe County continue to grow, Bloomington streets can be expected to experience increased pressure from traffic. One of several goals of the City of Bloomington is to manage this growth to balance our economic, social and environmental health and to maintain a sustainable City. Quality neighborhoods are the fundamental building blocks of a sustainable city, and to maintain this quality, Bloomington neighborhoods should be protected from the negative impacts of traffic.

Neighborhood groups across Bloomington have become increasingly concerned about the effects of traffic on their streets. Restraining traffic has become a common goal of concerned residents. A vision now being promoted for local streets is that motorists should be guests and behave accordingly. Many City streets used to be multi-purpose places which not only provided physical access but also encouraged social links within a community. Now, the balance has changed so that the main function of many streets has become the accommodation of traffic--some of it unrelated to the residents themselves.

At the same time, traditional Traffic Engineering means of controlling traffic--speed zoning, stop signs, traffic signals--have less and less effect in the management of driver behavior. Police enforcement is and will remain an effective tool to reinforce motorist behavior. However, it is recognized that providing an enforcement level that is effective in modifying driver behavior will require a significant commitment of Police resources.

The City of Bloomington is committed to developing an effective approach to managing neighborhood traffic. Neighborhood involvement will be an important component of this approach.

To maximize neighborhood involvement in improving local traffic conditions, the City of Bloomington Bicycle and Pedestrian Safety Committee (BPSC) with assistance from the Public Works, Engineering and Planning Departments has developed a Neighborhood Traffic Safety Program (NTSP) for Bloomington neighborhoods.

Objectives

The following objectives of the NTSP are derived from existing City policies and the mission of the BPSC:

1. Improve neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods.

2. Promote safe, reasonably convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, transit riders and residents on neighborhood streets.
3. Encourage citizen involvement in all phases of Neighborhood Traffic Safety activities.
4. Make efficient use of City and citizen resources and energy.

Policies

The following policies are established as part of the NTSP:

1. Through traffic should be encouraged to use higher classification arterials, as designated in the *Master Thoroughfare Plan* for the *City of Bloomington Comprehensive Plan*.
2. A combination of education, enforcement and engineering methods should be employed. Traffic calming devices should be planned and designed in keeping with sound engineering and planning practices. The City Engineer shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project, in compliance with the Bloomington Municipal Code. (Refer to Appendix C for a detailed description of traffic calming devices.)
3. Application of the NTSP shall be limited to local streets and to those neighborhood collector streets that are primarily residential (at least 75 percent of the properties with frontage on the street must be in residential zoning). Traffic safety projects on neighborhood collector streets shall not divert traffic off the project street through the use of traffic diversion devices. As a result of a project on a neighborhood collector, the amount of traffic increase acceptable on a parallel local service street shall not exceed 150 vehicles per day.
4. Reasonable emergency and service vehicle access and circulation should be preserved.
5. NTSP projects should encourage and enhance pedestrian and bicycle mobility and access within and through the neighborhood and enhance access to transit from the neighborhood. Reasonable automobile access should also be maintained.
6. Some traffic may be rerouted from one local service street to another as a result of an NTSP project. The amount of rerouted traffic that is acceptable should be defined on a project-by-project basis by the BPSC and City Engineering staff.
7. To implement the NTSP, certain procedures shall be followed by the Engineering Department in processing traffic safety requests in accordance with applicable codes and related policies and within the limits of available and budgeted resources. At a minimum, the procedures shall provide for submittal of project proposals, citizen participation in plan development and evaluation; communication of any test results and specific findings to area residents, businesses, emergency services and affected neighborhood organizations before installation of permanent traffic calming devices; and appropriate Common Council review.

Procedure/Process

The NTSP provides a mechanism for groups to work with the City to make decisions about how traffic safety techniques might be used to manage traffic in their neighborhood. This section describes in detail the steps involved in participating in the program from the initial application for involvement, to

developing a traffic safety plan, to installing one or more traffic calming devices, to a follow-up evaluation of the plan's success.

The NTSP process is intended to ensure that all neighborhood stakeholders are provided the opportunity to be involved. This ensures that consideration of traffic problems on the study street do not result in the exacerbation of traffic problems on adjacent neighborhood streets and does not eclipse the needs and quality of the neighborhood as a whole. This includes a consideration of the impacts of traffic diversion onto collector and arterial streets.

Step 1. Apply to Participate

NTSP projects can be requested by neighborhood associations or groups, Common Council members representing a neighborhood, neighborhood business associations or individuals from the neighborhood. It should be noted that although individuals are eligible to apply they are encouraged to work with or form a neighborhood association. Requests for participation in NTSP will be made through the BPSC (application form will be provided by and returned to City Engineering staff).

The petition from a problem street or area must describe the problem (i.e., speeding, inappropriate cut-through, ignoring stop signs, etc.) and request some infrastructure change to reduce the problem. The specific form of the infrastructure change may not be known at this point. The petition must also include signatures from at least 51% of the affected street or area households or businesses. This must include any other street that must use the problem street as its primary access (for example, a dead end street or cul-de-sac off the problem street). Each household or business is entitled to one signature.

Finally, any Common Council member must sign the petition as a sponsor.

Step 2. Engineering Staff Review and Preliminary Data Collection

City Engineering staff will collect preliminary information about current conditions. This will include location, description of the problem and may include preliminary collection of traffic accident data, bicycle volume, pedestrian activity, traffic speed and through traffic. The Engineering Department will verify the percentage of households and businesses on the petition and if the percentage is sufficient, they shall notify the affected safety and emergency services of the initiative. The affected safety and emergency services shall include, but not be limited to, the City Police and Fire Departments and the local ambulance service. This information will be relayed to the BPSC for consideration to decide whether the request will be prioritized for inclusion in the NTSP. Requests are also reviewed for possible solutions. If the preliminary review shows that a hazard to the public exists, the City may address the problem separately from the NTSP.

Step 3. BPSC Review of Engineering Studies and Petitions

The BPSC will review the petition submitted as well as the preliminary data collected by the Engineering Department. At this point, the BPSC will either validate or reject the petition. They will also prioritize the petition with respect to other petitions and available resources within the current funding cycle (detailed in Appendix B). Petition validation is a commitment to try to do something about the problem.

Petitions with the highest priority ranking will continue to the next step.

Step 4. Public Meeting

The BPSC will send notices to all households and businesses within a defined project area to provide background information about the proposed project. The project area depends on the specific project, but

generally includes all properties on the project street, on cross streets up to the next parallel local street (or up to 300 feet from the project street) and on any other street that must use the project street as its primary access. For neighborhood collector streets, the next parallel local street (if one exists within 500 feet of

the problem street) will also be included in the notification area. Representatives of the emergency service providers will also receive notification of the meeting. This notice will include an invitation to participate in a public meeting to help exchange ideas, address concerns and discuss possible traffic safety alternatives.

In addition to considering traffic calming and traffic control devices, plans developed in the NTSP will also consider the positive effects of education and enforcement.

Step 5. Preparation of Alternative Designs and Selection of Proposed Plan

The Engineering Department and the BPSC will hold an informal work session to prepare alternatives that address the neighborhood problem. The neighborhood is welcome to participate in this workshop to provide input.

The BPSC will assess the problems and needs of the neighborhood and propose solutions based on citizen input and sound engineering principles. Possible solutions and their impacts will be evaluated with consideration given to:

- Estimated costs vs. potential gain
- Effectiveness
- Pedestrian, bicycle and transit access
- Community wide benefit to bicycles and pedestrians
- Overall public safety
- Positive and negative consequences of traffic division
- Emergency and service vehicle access

The BPSC will identify the preferred alternative and City staff shall prepare a ballot for neighborhood approval.

If it is determined from both the public meeting and an informal work session of the BPSC that traffic safety techniques other than traffic calming devices are the preferred alternative, the proposal may not need to proceed through the additional steps as designated in the NTSP. The City Engineering Department will continue to work with the neighborhood on alternative neighborhood traffic safety techniques.

Step 6. Project Ballot

Local Service Streets:

All of the properties on the project street and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second

ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Neighborhood Collector Streets:

All of the properties on the project street, on cross streets up to the next parallel street (or up to 300 feet from the project street) and on any other street that must use the project street as their primary access are sent notification that a proposed alternative has been selected. This notification will consist of a description of the proposal as well as a confidential mail ballot asking if they are in support of the project. Each household and business is entitled to one response.

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

Step 7. Testing and Evaluation of Traffic Calming Device

A test of the traffic calming plan may occasionally be required to determine its effectiveness. If the Engineering Department and BPSC determine that testing is necessary, temporary traffic calming devices shall be installed for a period of at least one month.

Following the test period, data will be collected to evaluate how well the test device has performed in terms of the previously defined problems and objectives. The evaluation includes the project street and other streets impacted by the project and is based on before-and-after speeds and volumes, impacts on emergency and service vehicles or commercial uses, and other evaluation criteria determined by the BPSC. If the evaluation criteria are not met to the satisfaction of the BPSC and City Engineering staff, the traffic plan may be modified and additional testing conducted. If the test installation does not meet the project objectives, the request will need to go back to Step 5 for additional alternatives and neighborhood ballot.

If the City Engineer finds that an unforeseen hazard exists, the test may at any time be revised or discontinued. City Engineering staff will inform the BPSC and the neighborhood of any actions taken to modify or terminate a test.

When testing of traffic calming or traffic control devices is not possible or necessary, the plan will proceed to Step 8.

Step 8. Common Council Action

Based on the project evaluation and a positive ballot, City staff members prepare a report and recommendations for the Bicycle and Pedestrian Safety Commission to forward to the Common Council for action. The report outlines the process followed, includes the project findings, and states the reasons for the recommendations.

If a project does not obtain the required ballot approval, it is not forwarded to the Common Council.

Step 9. Board of Public Works

After the project has been approved by the Common Council, detailed project plans, specifications and estimates will be prepared by City Engineering staff.

Before the project(s) can be constructed by the City's Street Department or let for bidding by construction companies, the project plans and construction fund expenditures must be approved by the Board of Public Works.

If a project is not approved, it will be referred back to the Engineering staff to address the Board's concerns.

Step 10. Construct Permanent Traffic Calming Device(s)

Construction is administered by the City and is generally completed during the following construction season.

Step 11. Maintenance

The City of Bloomington Engineering and Street Departments are responsible for the construction and maintenance of any traffic calming device implemented as part of this program. The Traffic Division is responsible for any traffic signing and pavement marking or delineation. Any trees planted within the right-of-way are the responsibility of the Parks and Recreation Department and any landscaping (not including trees) is the responsibility of the neighborhood association.

Step 12. Follow-up Evaluation

Within six months to one year after construction of an NTSP project, the City may conduct a follow-up evaluation to determine if the project's goals and objectives continue to be met. This evaluation may entail traffic studies of volumes, speeds and accidents as well as public opinion surveys.

THE MISSION OF CITY GOVERNMENT

- **QUALITY DELIVERY OF BASIC SERVICES AND PROGRAMS**

Do well those things that municipal government is uniquely expected and able to do - public safety, streets and roads, parks, etc.

- **CONTINUOUS GOVERNMENT IMPROVEMENT**

Develop and implement the management and information systems that allow the determination and evaluation of the best practices and methods for the delivery of services and programs.

- **PRESERVE AND ENHANCE COMMUNITY CHARACTER**

Maintain, develop and implement policies that foster those aspects of our community spirit and our civic life that, combined, constitute the cherished quality of life that is uniquely Bloomington's.

A VISION OF COMMUNITY

- | | |
|---|------------------------------------|
| • A SAFE AND CIVIL CITY | NEIGHBORHOODS AS VILLAGES, |
| • A PLACE OF BEAUTY | CONNECTED TO EACH OTHER AND |
| | COMMUNITY |
| • A CAPITAL OF KNOWLEDGE | THE FRIENDLIEST TOWN AROUND |
| • A CULTURAL OASIS | DIFFERENT FOLKS, DIFFERENT STROKES |
| • BIG CITY ADVANTAGES, SMALL TOWN FEEL | |

CIVIC VALUES

- | | |
|--|--|
| • ABOVE ALL, NO VIOLENCE | DISCOURSE SHOULD BE CIVIL |
| • KIDS FIRST | AESTHETICS MATTER |
| • COMPASSION FOR CITIZENS IN CRISIS | HEARTS AND SOULS NEED NOURISHED TOO |
| • CHARACTER THROUGH DIVERSITY | |

APPENDIX B

POINT ASSIGNMENT FOR RANKING NTSP REQUESTS

| | | Point assigned | |
|--|--------------------------------|----------------|----|
| 1) Percent of vehicles traveling over the posted speed limit | | | |
| low = 33% | | 1 | |
| medium = 33 - 67% | | 2 | |
| high = 68+% | | 3 | |
| A) Cut through traffic versus within (intra?) neighborhood speeding: | | | |
| Further study? | Yes/no | | |
| 2) Average daily traffic volumes | | | |
| Local Service Streets | Neighborhood Collector Streets | | |
| low = 1 – 599 | low = 500 – 1,499 | 1 | |
| medium = 600 – 1,499 | medium = 1,500 – 3,499 | 2 | |
| high = 1,500+ | high = 3,500+ | 3 | |
| 3) Number of accidents along proposed calming area in 3 year period | | | |
| low = 1 - 2 | | 1 | |
| medium = 3 - 4 | | 2 | |
| high = 5+ | | 3 | |
| | | Yes | No |
| 4) Creation of pedestrian and bicycle networks | | | |
| school walk route | | 1 | 0 |
| school on proposed traffic calming street | 1 | 0 | |
| designated bicycle route | | 1 | 0 |
| route in or to pedestrian area (e.g., park, shopping, etc.) | | 1 | 0 |
| proposed calming street has NO sidewalks | | 1 | 0 |
| proposed calming area has NO bike lanes | | 1 | 0 |
| within walking distance to transit | | 1 | 0 |
| 5) Scheduled road construction/reconstruction in proposed calming area | | 2 | 0 |
| TOTAL POINTS: | | _____ | |
| Priority rank: | | | |
| Comments and recommendations: | | | |

Calculated points are summed and competing projects' point totals are compared. The project with the greater point total moves ahead of those projects with less total points.

Traffic calming relies upon physical changes to streets to slow motor vehicles or to reduce traffic volumes. These changes are designed to affect drivers' perceptions of the street and to influence driver behavior in a manner that is self-enforcing. Unlike traditional methods of traffic management, traffic calming does not rely primarily upon the threat of police enforcement for its effectiveness. Items which may be considered as traffic calming devices and which may be applied in a NTSP project are shown in Table 2.

1. Street and Lane Narrowing

Motorists tend to drive at speeds they consider safe and reasonable and tend to drive more slowly on narrower roads and traffic lanes than wider ones. Reducing road widths by widening boulevards or sidewalks intermittently or introducing medians can reduce traffic speeds. The judicious placement of parking (protected by curbs and made more visible by landscaping) can achieve the same effect. Road narrowing has the added advantage of reducing the expanse of road to be crossed by pedestrians, thus reducing pedestrian crossing time.

Other criteria to be applied and considered prior to street narrowing include:

- **Bicycle Accommodations:** On local streets designated as a bike route or serving a significant volume of bicycle traffic, a sufficiently wide bicycle lane should be provided through the narrowed area. Where traffic and/or bicycle volumes are sufficiently low, exclusive bicycle lanes may not be required.
- **Snow Removal:** The pavement width of streets shall not be narrowed to a point where it becomes an impediment to snow removal.
- **Parking Restrictions:** In most cases on local access streets, street narrowing will require the prohibition of parking at all times along the street curb the full length of the *narrowed section* plus 20 feet.
- **Landscaping:** Median landscaping can be selected by neighborhood associations from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association or landscape volunteer. If the landscaping is not maintained, the median will be topped with concrete or asphalt pavement.
- **Median Width/Lane Width:** Where medians are used to narrow streets, the medians shall not be constructed at less than four feet in width. Travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide. If parking is allowed, the parking and bicycle lane combination shall be a minimum of 13 feet.

2. Bicycle Lanes

Lane widths available to motorists can be reduced on some streets by the installation of bicycle lanes, either next to the curb (preventing stopping or parking by motor vehicles) or adjacent to parking. The space needed for bicycle lanes introduced on an existing street may reduce the width or number of general traffic lanes or the amount of parking. Bicycle lanes shall be constructed to the standard specifications of the Bloomington Public Works Department

3. Raised Street Sections or Speed Humps

Raised street sections or speed humps can reduce vehicle speeds on local streets. The hump is a raised area, no greater than 3 inches high, extending transversely across the street. For local streets, speed humps typically are constructed with a longitudinal length of 12 feet. If speed humps are determined to be appropriate for neighborhood collector streets, they shall be constructed with a longitudinal length of 22 feet. These longer speed humps may also be considered on local service streets that serve as primary emergency response routes.

Other criteria to be applied prior to installation of speed humps include:

- **Signing/Marking:** Speed humps are required to be signed with a combination of signs and pavement marking to warn motorists and bicyclists of their presence.
- **Traffic Safety and Diversion:** Any use of speed humps must take into consideration the impact the installation will have on long-wheel-based vehicles (fire apparatus, ambulances, snow plows and garbage trucks) and the potential to divert traffic to other adjacent streets. Speed humps should only be installed to address documented safety problems or traffic concerns supported by traffic engineering studies.
- **Street Width:** Speed humps should be used on streets with no more than two travel lanes and less than or equal to 40 feet in width. In addition, the pavement should have good surface and drainage qualities.
- **Street Grade:** Speed humps should only be considered on streets with grades of 8% or less approaching the hump.
- **Street Alignment:** Speed humps should not be placed within severe horizontal or vertical curves that might result in substantial horizontal or vertical forces on a vehicle traversing the hump. Humps should be avoided within horizontal curves of less than 300 feet centerline radius and on vertical curves with less than the minimum safe stopping sight distance. If possible, humps should be located on tangent rather than curve sections.
- **Sight Distance:** Speed humps should generally be installed only where the minimum safe stopping sight distance (as defined in AASHTO's *A Policy on Geometric Design of Streets*) can be provided.
- **Traffic Speeds:** Speed humps should generally be installed only on streets where the posted or prima facie speed limit is 30 mph or less. Speed humps should be carefully considered on streets where the 85th percentile speed is in excess of 40 mph.
- **Traffic Volumes:** Speed humps should typically be installed only on streets with 3,000 vehicles per day or less. If considered for streets with higher volume, their use should receive special evaluation.
- **Emergency Vehicle Access:** Speed humps should not be installed on streets that are defined or used as primary emergency vehicle access routes. If humps are considered on these routes, special care must be taken to ensure reasonable access is provided.
- **Transit Routes:** Speed humps should generally not be installed along streets with established transit routes. If humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

4. Full or Partial Road Closures (Semi-Diverters/Diverters/Cul-de-sac)

Roads can be closed to motor vehicles at intersections, preventing through movement and requiring access to be gained from other streets. Closure should be undertaken in such a way as to avoid simple displacement of traffic to adjacent residential streets. It will usually be possible and desirable to retain pedestrian and bicycle access.

- Partial intersection closures can be achieved by narrowing a street to one lane at an intersection and instituting an entry restriction. Another technique is to introduce a “diagonal diverter” or barrier diagonally across an intersection which forces traffic off a favored short-cut. Gaps can be left to allow access by pedestrians and bicyclists.
- Partial Closures: Partial roadway closures at intersections will require consideration of pedestrian and bicycle access and lane width requirements similar to those defined under Street and Lane Narrowing.

5. Chicanes

Chicanes are a form of curb extension which alternate from one side of the street to the other. The road is in effect narrowed first from one side then the other and finally from the first side again in relatively short succession. Chicanes break up the typically long sight lines along streets and thus combine physical and psychological techniques to reduce speeds.

- Lane Width: Where chicanes are used, the travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide.
- Snow Removal: Chicanes shall be designed to minimize the accumulation of snow piles and trash in the gutter interface between existing curb and gutter and chicane.
- Landscaping: Landscaping will typically consist of grass. Other landscaping may be selected from an approved landscaping list provided by the City. Landscaping may be provided and installed by the City and will be maintained by the Neighborhood Association or landscaping volunteer. Landscaping will not be approved which will obstruct the driver’s vision of approaching traffic, pedestrians or bicyclists.

6. Traffic Circles

Traffic circles are circles of varying diameter formed by curbs. Motorists must drive around the circle, or in the case of longer vehicles, drivers may drive slowly onto and over a mountable concrete curb forming the circle. Traffic circles reduce motor vehicle speeds through the intersections, depending on current intersection controls in place.

Other criteria to be applied and considered prior to installation include:

- Design Considerations: For each intersection the size of the circle will vary depending on the circumstances for that specific intersection. In general, the size of the circle will be determined by the geometry of the intersection.
- Where intersecting streets differ significantly in width, it may be more appropriate to design an

elongated “circle” using half circles with tangent sections between them. Smaller circles will be constructed on a case-by-case basis. Normally the circle will be located as close to the middle of the intersection as practical. Under special circumstances, such as being on a Fire Department response route, bus route or due to snow removal accommodations, the size and/or location of the circle will be adjusted to more appropriately meet these special circumstances.

- Design Considerations for “T” Intersections: For “T” type intersections, all of the above design considerations apply. In addition, curb extensions (or curb bulbs) may be included along the top of the “T” at the entrance and exit to the intersection.
- Signage: Appropriate signage for traffic circles will be determined by the City Engineer and may vary based on the location of the circle.
- Channelization: Where curbs do not exist on the corner radii, painted barrier lines, defining the corners, should be installed.

Yellow retro-reflective lane line markers shall be placed on top of the circle at its outer edge.

- Parking Removal: Normally, parking will not be prohibited in the vicinity of the circle beyond that which is prohibited by the City of Bloomington, ie, “within the intersection” or “within 20 feet of a crosswalk area”. However, where special circumstances dictate, such as where the circle is on a response route for the Fire Department or to accommodate snow removal, or in an area where there is an unusually high use by trucks, additional parking may be prohibited as needed.
- Sign Removal: At intersections where circles are to be installed, any previous right-of-way controls may be removed at the time of circle construction completion. However, where special circumstances dictate, the existing traffic control may remain in place or be otherwise modified at the direction of the City Engineer.
- Landscaping: Landscaping will be selected by the neighborhood association or the City Parks and Recreation Department from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association. If the landscaping is not maintained, the traffic circle will be topped with concrete or asphalt pavement.

Volunteer Required: Plant material will only be installed at traffic circles where a local resident or neighborhood association has volunteered to maintain the plant material. This maintenance will include watering, weeding and litter pick-up, as needed. All volunteers will be provided with information on maintenance of the plant material and common problems.

Points at which volunteers will be required: During initial contact, the person or neighborhood association requesting participation in the NTSP will be informed of the need for a volunteer for landscaping. In the notice of the neighborhood meeting, before construction, all residents will be informed of the need for a maintenance volunteer. This will be reiterated at the meeting if no one has volunteered. If no one has volunteered by the time that the circle is constructed, a special letter will be distributed to all residents informing them of the need for a volunteer (Figure 4). A final notice to residents will be included in the cover letter for the “after” survey of the residents.

Plant Replacement: Where the Public Works Department has had installed plant material in a traffic circle, the Department will replace any plant material which is damaged by traffic or vandalism or which dies due to planting, for a period of one year after the initial planting. If such damage is a

persistent problem, the Department may decide to cover the circle with a concrete or asphalt topping

rather than continue to replace plant materials.

Stop Signs

In some instances stop signs can be used as an effective traffic management and safety device. However, stop signs are not used as a traffic calming device within the NTSP.

Stop signs are used to assign right-of-way at an intersection. They are installed at intersections where an accident problem is identified, where unremovable visibility restrictions exist (such as buildings or topography), and/or where volumes are high enough that the normal right-of-way rule is potentially hazardous.

Stop signs are generally not installed to divert traffic or reduce speeding. Studies from other jurisdictions show that such use of stop signs seldom has the desired effect. In fact, the use of stop signs solely to regulate speed typically causes negative traffic safety impacts (non-compliance with the signs and increased accidents as well as mid-block speeding).

In the Council Chambers of the Showers City Hall on Wednesday, September 7, 2005 at 7:30 pm with Council President Andy Ruff presiding over a Regular Session of the Common Council.

COMMON COUNCIL
REGULAR SESSION
September 7, 2005

Roll Call: Diekhoff, Ruff, Rollo, Sturbaum, Volan, Sabbagh, Mayer
Absent: Banach, Gaal

ROLL CALL

Council President Ruff gave the Agenda Summation

AGENDA SUMMATION

The minutes of July 13, 1005 and August 3, 2005 were approved by a voice vote.

APPROVAL OF MINUTES

Michael Diekhoff submitted a conflict of interest statement to the council and asked for its acceptance. He said that while state law allowed him to serve in the police department and the council at the same time, he might be asked to vote on items related to the department. It was moved and seconded that this statement be accepted. The motion received a roll call vote of Ayes: 7, Nays: 0.

REPORTS:

▪ COUNCILMEMBERS

Disclosure of Conflict of Interest
Statement for Michael Diekhoff

Chris Sturbaum said he was thinking of both Iraq and New Orleans, the site of Hurricane Katrina. He connected the two items with the issue of leadership. He said that good leadership would have fixed the levees in New Orleans before the hurricane, but that the leadership cut the funds to fix the levees. He added that good leadership would have not started an unprovoked war and said the similarity was that here, too, people are left to clean up the damage and the dead. He said our country was being led astray and that we need better leadership.

Steve Volan noted for the record that he really enjoyed the August recess. He said that the hurricane Katrina disaster reminded him to think of other natural disasters, noting the effect of recent tornados and earthquakes in the area. He said when another more disastrous earthquake would hit our community, as predicted will happen by reputable scientists who study the New Madrid fault, we need to consider our preparedness and how we will respond. He noted that we do not have earthquake clauses in our building code as California does. He also said we need to consider what would happen if our community was totally prepared and the communities around us were not. He invited comments from citizens.

David Sabbagh welcomed the students of IU and IVY TECH and cautioned residents to be careful with driving. He also noted that they are welcome as they were important to the economy of our community.

Dave Rollo thanked Sturbaum for his comments. He said among his thoughts of sadness and horror watching the aftermath of hurricane Katrina unfold were that the national emergency services such as FEMA and DHS would not be able to respond as they should. He said that local communities should assess risks with this in mind and prepare for such an event. Rollo also noted that an investigation into the national disaster response is essential as we all remain at risk if FEMA is not really prepared.

Rollo announced a talk by Richard Heinberg at the Buskirk Chumley Theater on Wednesday, September 14th at 7 pm. He noted the title as Peak Oil - the Challenge and Opportunity of Petroleum's Waning Days, said the talk would be the keynote for the Simply Living Fair and would be free and open to the public. He added that more information could be obtained from the website bloomingpeak.org or the Bloomington Alternative. Tim Mayer noted the nation's concern on the lack of response of many

levels of government, and he recalled the Ellettsville and Martinsville tornado. He said that within the day, the City of Bloomington’s Public Works department contributed people and equipment to deal with damage in Ellettsville. He noted that our community understands needs and rises to meet them in times like that, a thought that comforted him. Mayer noted that there were people coming from the Gulf area hit by Katrina that would be coming to our community to live, and asked that civic organizations and citizens to welcome them and help them. He noted that everything they owned was missing and asked folks to help them out.

Mayor Kruzan announced a public hearing on Thursday, September 8 at 7:00 pm in the council chambers regarding the Auto Mall Road project. He apologized for the way the issue regarding the modification of the roadway was handled and regretted the needless upset to a lot of people, including businesses along that stretch of road. He expressed regrets for this trouble. He noted that the city council members were not to blame for any misunderstanding on this issue. He stated that any frustration on this issue should be directed to the executive branch of government, and not the legislative branch.

Kruzan said that the hurricane and relief efforts had put things into perspective for him, and that the local response to the disaster showed a caring and compassionate community. He noted that local people are driving supplies to the affected areas, offering their houses, and then asking what else they can do. He said the City of Bloomington will be announcing an event to be coordinated with the Red Cross and United Way. He specially thanked Bet Savich, volunteer coordinator for the city, for her efforts regarding this extra volunteer coordination. He also noted that five fire fighters and one police officer from Bloomington were headed to the Gulf area to help with relief, and thanked their families. He noted that 125 evacuees are coming to Bloomington.

Kruzan noted that we are presently acting on emotion regarding the immediate need for help and reminded all that the needs will continue to exist for months and even years to come. He noted need for support for the Red Cross and Habitat for Humanity. Kruzan also noted that when checks are written to the Red Cross and other relief agencies, the funds would go to the national organization, and asked that if folks would like their funds to remain in Monroe County, that it be noted in the memo line of their check. Lastly the mayor noted that there are ongoing needs for the United Way campaign and IVY Tech capital campaign.

There was no report from a council committee.

George Brooks, citizen, said he often participated in the regular Wednesday peace vigils on the square. He noted that looking for metaphors to put on signs, he came up with “Recipe for Terrorism: This War.” He believed that the hurricane disproportionately hurt the poor. He said that while the president often talks about the sanctity of human life, the bombing of Iraq has hurt people’s lives. He added that permanent bases in Iraq send a mixed message about our intentions, and that we need to make reparation to the families that have been bombed and get them humanitarian aid to repair our reputation.

There were no appointments to boards and commissions.

There was no legislation for second reading or final action.

Council reports (*cont’d*)

▪ MAYOR and CITY OFFICES

▪ COUNCIL COMMITTEES

▪ PUBLIC INPUT

BOARD AND COMMISSION APPOINTMENTS

LEGISLATION FOR SECOND READING

It was moved and seconded that the following legislation be introduced and read by title and synopsis only. Clerk Moore read the legislation by title and synopsis.

LEGISLATION FOR FIRST READING

Appropriation Ordinance 05-04 An Ordinance for Appropriations and Tax Rates (2006 Civil City Budget for the City of Bloomington)

Appropriation Ordinance 05-04

Appropriation Ordinance 05-05 An Ordinance Adopting a Budget for the Operation, Maintenance, Debt Service and Capital Improvements for the Water and Wastewater Utility Departments of the City of Bloomington, Indiana for the Year 2006

Appropriation Ordinance 05-05

Appropriation Ordinance 05-06 To Specially Appropriate from the General Fund and Risk Management Fund Expenditures Not Otherwise Appropriated (Appropriating a Transfer of Funds within the General Fund – Animal Care and Control Division; Appropriating Funds from the General Fund – Fire Department for Overtime; Appropriating Grants Awarded to the Police Department; and Appropriating Funds from the Risk Management Fund for Workers Compensation Charges)

Appropriation Ordinance 05-06

Ordinance 05-20 To Fix the Salaries of All Elected City Officials for the City of Bloomington for the Year 2006

Ordinance 05-20

Ordinance 05-21 An Ordinance Fixing the Salaries of Appointed Officers, Non-Union and A.F.S.C.M.E. Employees for All the Departments of the City of Bloomington, Monroe County, Indiana, for the Year 2006

Ordinance 05-21

Ordinance 05-22 An Ordinance Fixing the Salaries of Officers of the Police and Fire Departments for the City of Bloomington, Indiana, for the Year 2006

Ordinance 05-22

Ordinance 05-24 An Ordinance Reviewing and Modifying the Budget of the Bloomington Public Transportation Corporation for the Year 2006

Ordinance 05-24

Ordinance 05-25 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: Changes on North Dunn Street which Add Multi-Way Stop Signs at Saville Avenue and Tamarrack Trail (Section 15.12.010 - Schedule B) and Remove Authorization for Traffic Calming Devices (Section 15.26.040 – Schedule J-1)

Ordinance 05-25

Ordinance 05-26 To Designate an Economic Development Target Area (EDTA) - Re: 1010, 1018, 1026, 1034 and 1042 W. 14th Street (City of Bloomington Housing and Neighborhood Development Department and (Habitat for Humanity of Monroe County, Inc., Petitioners)

Ordinance 05-26

Ordinance 05-27 To Amend Ordinances which Fixed the Salaries of Appointed Officers and Employees of the Civil City for the Year 2005 (Ordinance 04-19) and Utilities for the Year 2005 (Ordinance 04-21) - Re: Positions in the Community and Family Resources, Engineering, HAND, Information Services, Office of the Mayor, Parking Enforcement, Parks and Recreation, Planning, the Police Department, Sanitation, and Utilities

Ordinance 05-27

David Grubb wondered why we were worried about what was going on way down ‘yonder in Louisiana. He said he was concerned about trash and farmland and noted that we don’t need more flowers here in our town.

PUBLIC INPUT

Mr. Grubb began to ask irrelevant and disrespectful questions of the

council which prompted Ruff to ask that Grubb keep his comments relevant and respectful.

Grubb said the cancer that we are dying of is our own pollution. He had concerns about the water wells he had drilled that are now polluted.

The meeting was adjourned at 8:27 pm.

ADJOURNMENT

APPROVE:

ATTEST:

Andy Ruff, PRESIDENT
Bloomington Common Council

Regina Moore, CLERK
City of Bloomington