

**BLOOMINGTON TRAFFIC COMMISSION**  
**AGENDA**  
**January 27, 2016**  
**5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – December 16, 2015
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff –
  - A. Signage update for north/south alley located behind the Salvation Army buildings on Rogers Street.
- VI. Old Business - none
- VII. New Business –
  - A. No parking zone - N. Fairview Street on the east-side of street between W. 6th Street and east-west alley.
  - B. Safe Routes to School proposal - E. 1<sup>st</sup> Street
- VIII. Traffic Inquiries – none
- IX. Adjournment

*Next meeting – February 24, 2016*

**City of Bloomington Traffic Commission Minutes  
December 16, 2015 in the Council Chambers, City Hall**

*Traffic Commission minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning and Transportation Department for reference.*

**Attendance**

Traffic Commission: James Batcho, Andrew Cibor, Ryan Cobine, Judi Maki, Sarah Ryterband, and Joe VanDeventer

Others in Attendance: Arturo Rodriguez, Leonice Santamaria, Chris Sturbaum (City Council District 1), Malcom Webb, Nate Nickel (Staff), and Scott Robinson (Staff)

- I. Call to Order** (~5:30 PM)
- II. Approval of Minutes** – October 26, 2015. Mr. Cobine motioned, and Mr. Cibor seconded to approve the minutes. The motion passed 6-0.
- III. Communications from Commission** – Mr. Cibor reported that several projects went out for bid and were awarded contracts (Clarizz Blvd. handicap ramp replacements, Fairview St. sidewalk, Kinser Pk. sidewalk, and W. Bloomfield Rd. sidepath and signal projects). Information about each project is available on the City’s website. There were no other reports.
- IV. Public Comment** - none.
- V. Reports from Staff**
  - A. Title 15 Update** - Mr. Robinson said staff had prepared a package of Title 15 amendments for the City Council and thanked the Commission for their past efforts on these recommendations. Staff learned that a Council representative will introduce an amendment to the no turn on red at the Indiana Ave. and E. 3<sup>rd</sup> St. intersection, which the Commission had supported. The City Council will take final action tonight on the package of Title 15 amendments.
- VI. Old Business** - none
- VII. New Business** –
  - A. Revise no parking area to allow parking on a paved pull-off area located at 2401 E. 4<sup>th</sup> Street.** – Mr. Nickel provided background information on this previous traffic inquiry heard in October. He explained that staff met with parking enforcement and staff has proposed a revised no parking area to allow approximately one parking space for East 4<sup>th</sup> Street. He also explained this area is within the Zone 3 Residential Permit Parking Zone and if approved, a residential parking permit will be

required to park here. Commission members mentioned the narrow width of the road and if the parking area would hinder emergency or sanitation trucks from turning around. Mr. VanDeventer said large vehicles typically back out in these situations. Mr. Cobine motioned, and Mr. VanDeventer seconded to approve the recommendation as presented and forward it to the City Council. The motion passed 6-0.

## **VIII. Traffic Inquiries**

- A. No parking zone – N. Fairview Street on the east-side of the street between W. 6<sup>th</sup> Street and the east-west alley** – Mr. Robinson provided an overview and explained that the Commission originally heard the request this past summer. Because the property owner was out the country, staff is bringing it back for reconsideration. Staff showed photos and distributed a letter from the property owner that were not included in the meeting packet. Mr. Cobine asked staff to restate the impetus behind this request. Mr. Robinson explained it started from an enforcement issue over private no parking signs posted along Fairview where parking is legally permitted. Ms. Santamaria provided her general experience living here over 39 years and dealing with parking impacting her private property and concerns over limited vehicle access with parking along both sides of Fairview. She said her no parking signs were effective. Mr. Sturbaum said they brought this issue to the Near Westside Neighborhood Association and they support this request. He feels this request is a reasonable solution to a unique situation with the narrow street and a busy restaurant nearby. Discussion ensued. Staff was directed to prepare a no parking request, but to contact the restaurant and adjacent property owners, look at other similar streets in the neighborhood, consider a larger stretch of parking regulations along Fairview, and identify any actions a private property owner can do in lieu of formal parking regulations.
- B. Convert an alley to one way northbound traffic direction – north/south alley located between W. 6<sup>th</sup> Street (north) and W. Kirkwood Avenue (south) and N. Jackson Street (west) and N. Rogers Street (east).** Mr. Nickel provided the background information included in the packet. The nature of the request is based on the concerns of speed and volume not typical of most alleys. Mr. Rodriguez lives near the alley and is concerned because of the poor sight lines, higher speeds, and high traffic volumes from both Salvation Army visitors and people avoiding the traffic signal at Rogers Street and Kirkwood Avenue. He sees many close calls with pedestrians, bicycles, and vehicles using the alley. Discussion ensued. Staff was directed to evaluate sight line issues, determine if there are any other one way alleys in the city, and look at other possible traffic control solutions.

## **IX. Adjournment (~6:25 PM)**

*Next meeting – January 27, 2016*



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## MEMORANDUM

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To: Traffic Commission

From: Nate Nickel, Sr. Long Range Planner

Date: January 27, 2016

Re: Traffic Safety Solutions for North/South alley between W. Kirkwood Avenue and W. 6<sup>th</sup> Street

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### **Background**

This alley is located between W. 6<sup>th</sup> Street (north) and W. Kirkwood Avenue (south) and N. Jackson Street (west) and N. Rogers Street (east). It sits directly behind the Salvation Army buildings that face N. Rogers Street. The City of Bloomington Planning and Transportation Department received this request from Mr. Rodriguez, the owner of 514 W. Kirkwood Avenue. Mr. Rodriguez suggested that the alley be restricted to a one-way (northbound) traffic direction.

Mr. Rodriguez contacted the Transportation and Traffic Engineer to share his concerns regarding traffic safety issues he observed in this alley. Major concerns included poor sight lines due to trees and buildings; two-way directional traffic; a mix of vehicle, bicycle and pedestrian traffic; and higher rates of speed and traffic volumes than those typically found in other alleys due to both Salvation Army visitors and people attempting to avoid the traffic signal located at the intersection of Rogers Street and Kirkwood Avenue. Mr. Rodriguez has seen many close calls with pedestrians, bicycles, and vehicles using the alley. He contacted the nearby Salvation Army and they fully supported any potential safety improvements for alley users, many of whom utilize their facilities.

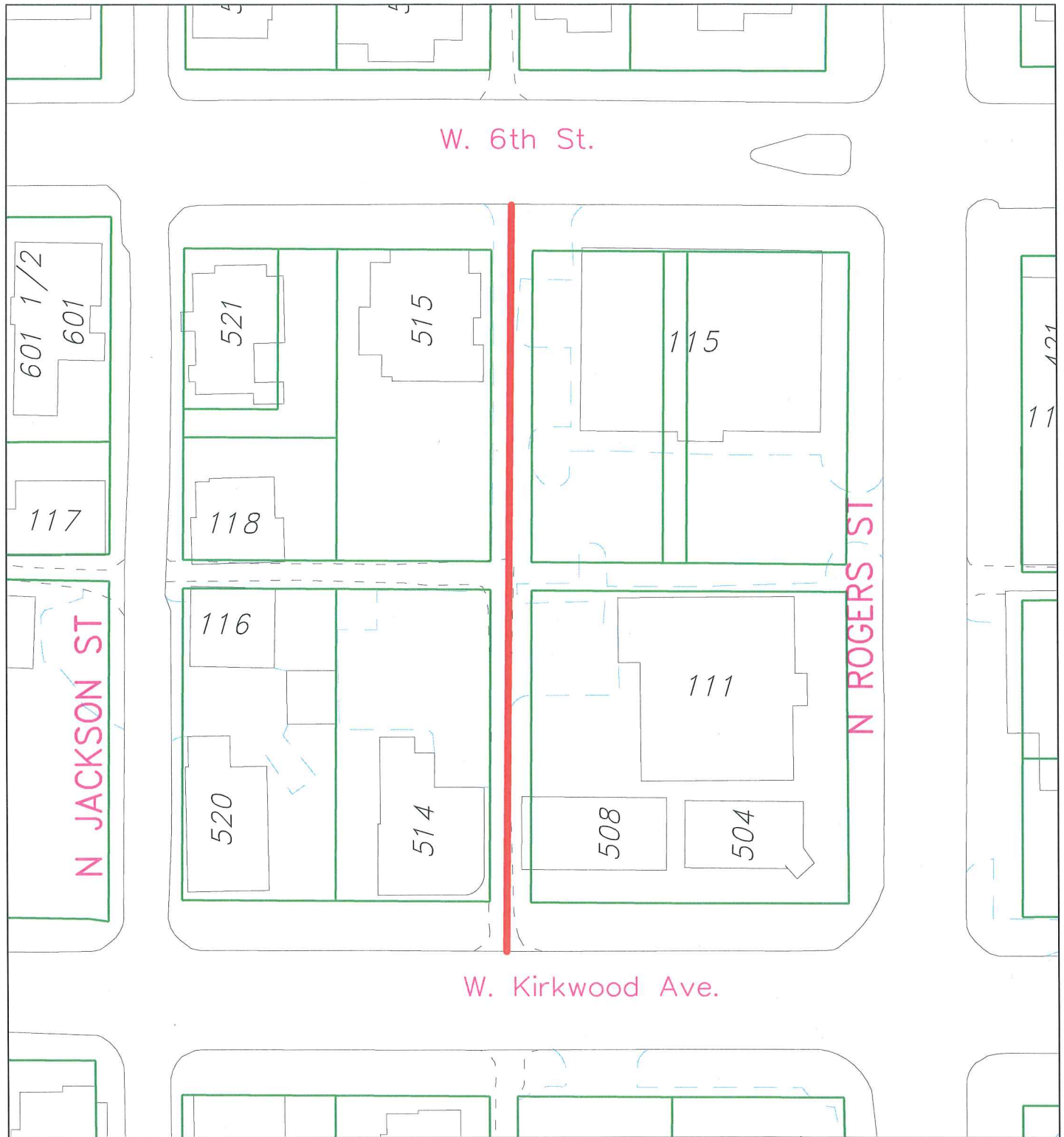
The Traffic Commission heard this case as a Traffic Inquiry at the December 16, 2015 meeting. There was a concern voiced by the Traffic Commission over the potential public safety impacts that a one-way alley would present to the Police Department. Staff was directed to evaluate sight line issues, determine if there are other examples of one-way alleys in the city and explore other possible traffic safety solutions to incorporate at this location.

### **Recommendation:**

Research found that there are other codified one-way traffic direction alleys at various locations in the city, especially in the downtown area. Staff visited the alley and surveyed its current conditions. After this field review, staff felt that it would be more appropriate to first install signage as a traffic safety measure before exploring a possible Title 15 change to a one-way only traffic direction.

Staff is working with the Street Department to install a stop sign in the right-of-way located at the southern approach of the alley (prior to entering onto W. Kirkwood Avenue). This sign will increase the situational awareness for all alley users as they approach W. Kirkwood Avenue and assist in slowing down overall traffic speeds. If further traffic safety issues persist after this sign is installed, the Traffic Commission can review further options at a later date.



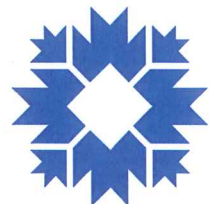


Change alley to one-way traffic direction (northbound)  
 North/South alley between W. 6th Street (north) and W. Kirkwood Avenue (south)  
 and N. Jackson Street (west) and N. Rogers Street (east)

By: nickeln  
 3 Dec 15



City of Bloomington  
 Planning & Transportation



Scale: 1" = 60'

For reference only; map information NOT warranted.



Looking southbound down the alley from W. 6<sup>th</sup> Street (~18').



Looking northbound up the alley from W. Kirkwood Avenue (~18').





Looking south towards W. Kirkwood Avenue from the Salvation Army building (~18').



Looking north towards W. 6<sup>th</sup> Street from the Salvation Army building (~18').



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## MEMORANDUM

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To: Traffic Commission

From: Nate Nickel, Sr. Long Range Planner

Date: January 22, 2016

Re: N. Fairview Street – Create No Parking Zone (East-side of Street) from W. 6<sup>th</sup> St. to East/West Alley

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### Background

The City of Bloomington Planning and Transportation Department received this request from Ms. Santamaria, the homeowner at 621 N. Fairview Street. She expressed a number of concerns regarding the frontage of N. Fairview Street alongside her property. The street is approximately 22' in width, has no curbs and has gravel shoulders scattered alongside the street at various locations. Currently there are no formal parking restrictions on this stretch of N. Fairview Street. The Traffic Commission originally heard this request on June 24, 2015 and took no formal action at that time. However, the petitioner was out of the country then and asked that this request be reconsidered again by the Traffic Commission. It was reviewed for a second time at the December 16, 2015 meeting and the consensus of the Commission was favorable to staff exploring this request in greater detail.

Per the direction of the Traffic Commission, staff walked this section of N. Fairview Street and the surrounding areas in order to gain a better understanding of existing conditions. Staff also spoke with a representative of Juannita's Restaurant, which is located just south of this No-Parking proposal. Staff determined that implementing a no parking restriction on this section of N. Fairview Street would be feasible.

Staff observed that several nearby neighborhood streets (such as N. Waldron and N. Elm Streets), as well as Fairview Street south of Kirkwood Avenue, contain similar features to this section of N. Fairview Street. It is common in the neighborhood to find no formal City parking restrictions in place, a lack of curbs and gutters, and/or gravel shoulders adjacent to the road used for vehicle parking. Throughout the vicinity of this location, staff observed a number of vehicles parked partially on both the gravel shoulder and roadway surface. However, the full use of the street was never significantly impeded in any of these locations. Staff did note that several homes had utilized a variety of landscaping features (i.e. trees, bushes, stones, timbers, etc.) to discourage off-street vehicle parking on their lots or along the shoulder of the road.

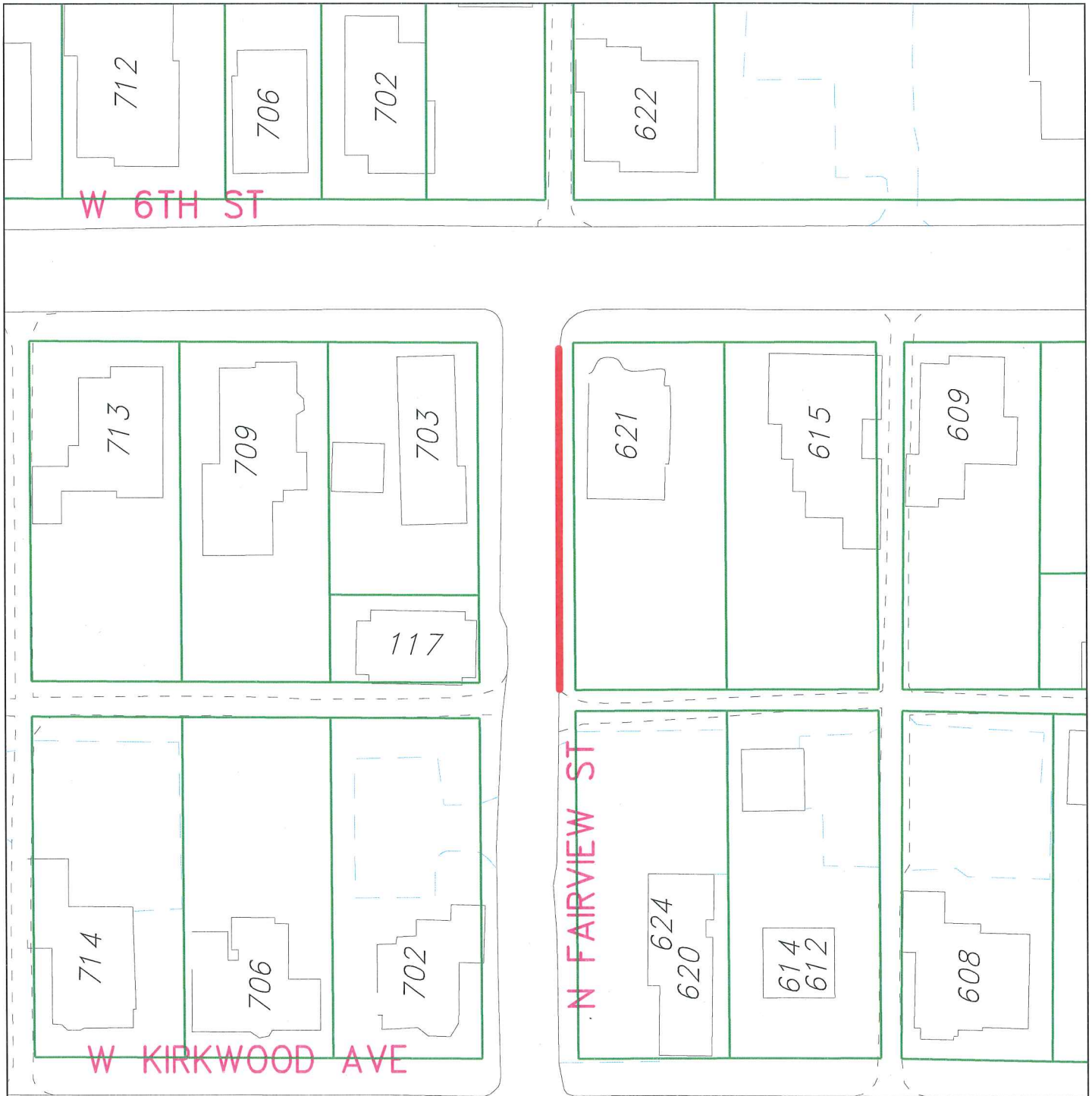
In speaking with a representative from Juannita's Restaurant, located at 620 W. Kirkwood Avenue, which is at the intersection of W. Kirkwood Avenue and N. Fairview Street, staff learned that parking has not been an issue voiced by their patrons. There is significant non-metered on-street public parking available on W. Kirkwood Avenue, as well as ample spaces located in the restaurant's two on-site parking lots for customers.

To accommodate this request, Title 15 of the Bloomington Municipal Code would need to be amended. Specifically, Section 15.32.080, Schedule M – No Parking Zones would need to be revised to include N. Fairview Street. If this revision is approved by the Traffic Commission, a detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.

Planning and Transportation Department

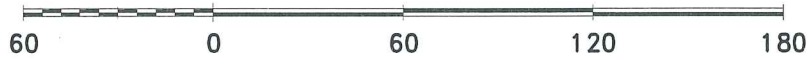
**Recommendation:** Staff recommends modifying Title 15.32.080, Schedule M – No Parking Zones to add North Fairview Street, from W. 6<sup>th</sup> Street to the southern east/west alley, for the east side of street, with an “Any Time” period of restriction.



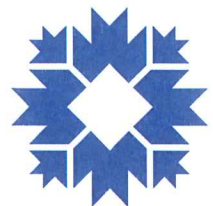


N. Fairview Street - No Parking Zone

By: nickeln  
1 Jun 15



City of Bloomington  
Planning & Transportation



Scale: 1" = 60'

For reference only; map information NOT warranted.



N. Fairview Street (~22') looking northbound towards W. 6h Street, viewed from the alley.



N. Fairview Street (~22') looking southbound towards alley and W. Kirkwood Avenue.





*Truck traffic on N. Fairview Street; view is looking south towards Kirkwood Avenue.  
(Photo provided petitioner)*



*On-street parking along N. Fairview Street, looking south towards Kirkwood Avenue.  
(Photo provided petitioner)*





Gravel pull-off area along N. Fairview Street, looking northbound towards W. 6<sup>th</sup> Street.



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## MEMORANDUM

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To: Traffic Commission

From: Scott Robinson, Planning Services Manager

Date: January 22, 2016

Re: Binford/Rogers Elementary Safe Route to School – Parking changes and intersection improvements.

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### Background

The City of Bloomington Planning and Transportation Department received requests from residents and the Monroe County Community School Corporation (MCCSC) to evaluate the parking controls and pedestrian crossing conditions at 1<sup>st</sup> Street and High Street. An enclosed map details the current parking controls within the vicinity of this intersection. They range from no restrictions to the Eastside University Proximate Residential Neighborhood Permit Parking Zone (Zone 2). Staff also received concerns over the crossing conditions at this location, along with the need to provide alternatives to parents dropping off or picking up students on school property.



*Photos: (left) 1<sup>st</sup> Street, west of High Street, looking east; (right) 1<sup>st</sup> Street and High Street, looking east.*

## Planning and Transportation Department

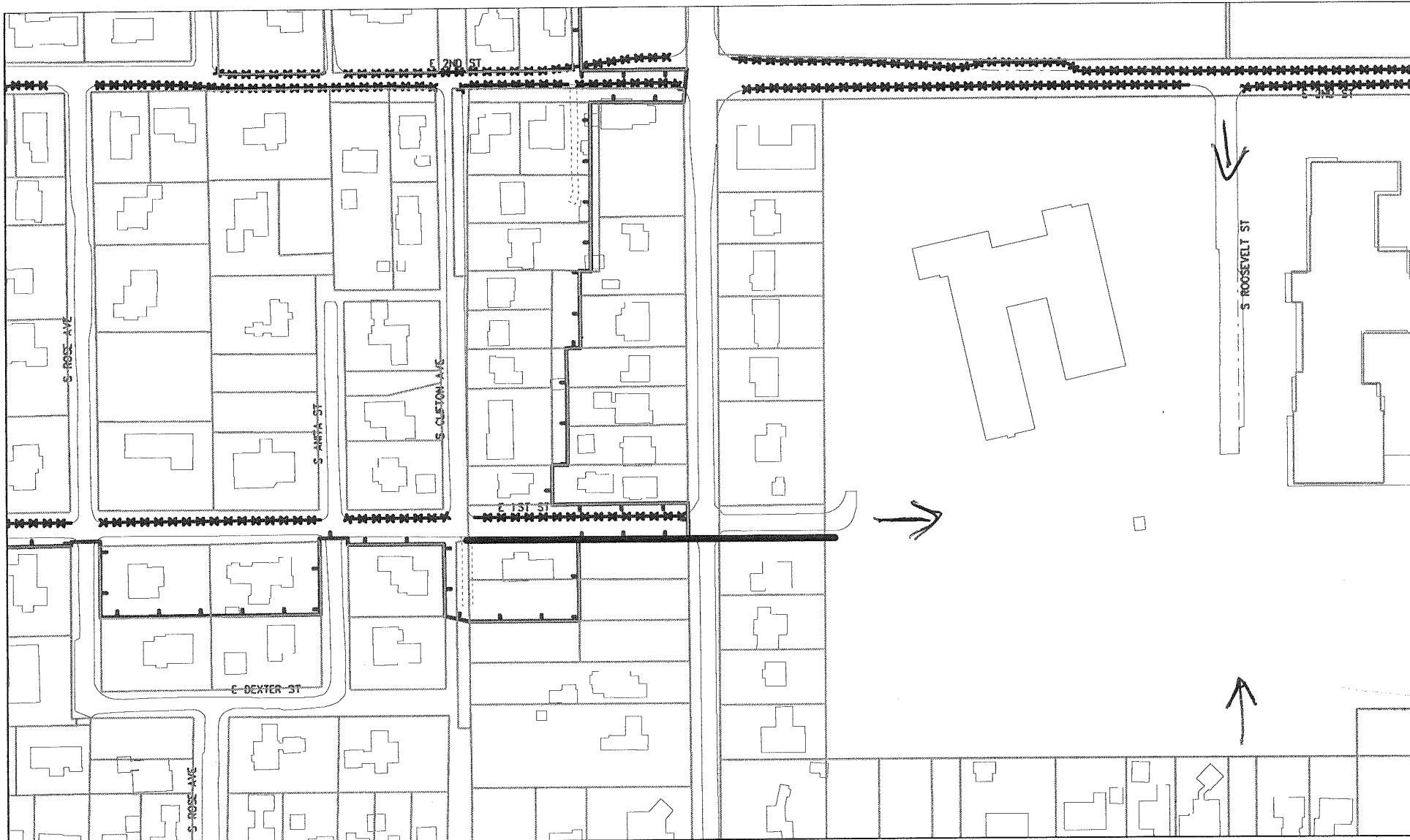
The MCCSC recently redesigned their parking lot configurations to better accommodate bus access, staff parking, visitor parking, and parent drop off/pick up areas. These on-site parking changes and procedures have addressed many of the concerns for the main entry point into Binford/Rogers Elementary School off 2<sup>nd</sup> Street. The MCCSC reminds parents on school drop off and pick up procedures with their regular email announcements. Non-vehicular access to and from the school property is encouraged and crossing guards help people cross the street at busy locations along High Street and 2<sup>nd</sup> Street during arrival and departure times for school days.

The intersection of 1<sup>st</sup> Street and High Street is one of several locations for people to access school property that provides an alternative to using the primary entrance off 2<sup>nd</sup> Street. On-street parking conditions, sidewalks, sight distances, traffic control devices, and continued outreach offer a means to further improve the conditions at 1<sup>st</sup> Street and High Street during arrival and departure times. Staff is proposing the following actions in response to several requests received:


- 1) No parking zone for both sides of 1<sup>st</sup> Street, east of High Street;
- 2) Create a combo parking zone on the south side of 1<sup>st</sup> Street, west of High Street to Clifton Avenue that maintains the Neighborhood Residential Parking Zone, but also adds a 30 minute limited parking zone option; and
- 3) Evaluate the existing traffic control devices related to the 1<sup>st</sup> Street and High Street intersection in regards to crossing the street during arrival and departure times at Binford/Rogers Elementary School and make any upgrades as needed.

To accommodate this request, Title 15 of the Bloomington Municipal Code would need to be amended. Specifically, Section 15.32.090, Schedule N – Limited Parking Zones would need to be revised to allow 30 minute parking on south side of 1<sup>st</sup> Street, west of High Street to Clifton Avenue. Section 15.32.080, Schedule M – No Parking Zone would also need to be revised to prohibit parking on 1<sup>st</sup> Street, east of High Street on both sides of the street. Furthermore, staff will work with the Street Department to evaluate and possibly improve the existing signage, flashing signals, and pavement markings as a first step to enhance site conditions for crossing guards and students during arrival and departure times on school days. If this is approved by the Traffic Commission, detailed amendments will be prepared once this request is forwarded to the Common Council for their consideration.

**Recommendation:** Staff recommends modifying Title 15.32.080, Schedule M – No Parking Zones to add 1<sup>st</sup> Street, from High Street to the dead-end of the City street, on the north side of the street for any time, and on the south side of the street for 8 A.M. to 10 A.M. and 3 P.M. to 5 P.M, Monday through Friday. Staff also recommends modifying Title 15.32.090, Schedule N – Limited Parking Zones to add 1<sup>st</sup> Street, south side of the street, from High Street to Clifton Avenue, for 30 minutes, 8:00 A.M. to 5:00 P.M., Monday through Friday. Anticipated changes to the traffic control devices are not expected to require any Title 15 amendments.



**1st Street and High Street - SRTS**

\*\*\*\* = No Parking;  = Zone 2; solid line = proposed changes

By: robinsos

21 Jan 16



City of Bloomington  
Planning & Transportation



Scale: 1" = 200'

For reference only; map information NOT warranted.





## ROGERS ELEMENTARY SCHOOL

*Home of the Rockets*

2200 E. 2nd St. Bloomington, IN 47401

P: (812) 330-7767

F: (812) 330-7820

[www.mccsc.edu](http://www.mccsc.edu)

Mr. Mark Conrad, Principal

Mrs. Jennifer Sorrells, Secretary

Date: January 15, 2016

To: City of Bloomington Traffic Commission

From: Lucy Fischman, Principal, Binford Elementary  
Mark Conrad, Principal, Rogers Elementary

Re: Parking and Student Safety

Rogers Elementary and Binford Elementary has completed parking lot improvements and with these, safe routes for drop off and pick up of students have been established and communicated often through weekly news blasts. In addition to our on campus efforts to maintain student safety, a couple of areas of concern surrounding our campus have been identified. Please consider the following proposals an extension to the safety plans for our students/families:

1. We would like to make the recommended proposal to have the extension of 1st St (E of High, that which ends at our property) a NO PARKING section for the safety of the students who walk and ride bikes. When vehicles have parked along this section in the past, the view of the crossing guard is obstructed. Due to the obstruction caused by parked vehicles, students and parents have actually continued into the crosswalk without the forewarned notice of the guard. We already have signs posted to not drop off or pick up from this area. We will continue to send email reminders within our weekly blasts discouraging this and if it becomes a NO PARKING enforcement, we will include that with our notifications.
2. We would like to propose for city consideration to install some form of "hawk lights" or other cautionary lights at (or leading up to) the intersection of 1st and High. The crossing guard has indicated this concern and I was out there one day and actually witnessed cars almost not reacting to the crossing guard in time. More cautionary measures may need to take place along this intersection to ensure the safety of the guard and students/families crossing. Pedestrian safety lights, installed by the city recently, at the crossing near Childs Elementary School are a good example of what would improve the safety at High St. between 2nd and 1st street. We will continue to send email reminders and if additional lighting or cautionary measures are added, we will include that with our notifications as well.

Thank you for taking time to consider our proposed improvements to student safety around our campus.

Respectfully,

Lucy Fischman, Binford Principal  
Mark Conrad, Rogers Principal



**MONROE COUNTY**  
COMMUNITY SCHOOL CORPORATION  
ENGAGE. EMPOWER. EDUCATE.

Date: January 21, 2016

To: City of Bloomington Traffic Commission

From: Michael O'Connell

Bloomington Resident and Homeowner;  
Parent of two Rogers students who seeks safe, efficient pickup/drop-off for all kids;  
Eastside Neighborhood Association Member

Re: Parking and Student Safety

As neighborhood residents and parents of a kindergartener and second-grader, my wife and I regularly walk our children to and from Rogers along First Street, and witness other parents and children at drop-off and pickup times. Based on our experience and observations, as well as conversations with other parents, Rogers Elementary Principal Mark Conrad and Binford Assistant Principal Courtney Ladyman, and the crossing guard at First St. and High St., I offer the following recommendations to help all children safely get to and from school more easily:

1. Enhance safety at this crosswalk by adopting the recommendations by Rogers and Binford principals to a) make the recommended proposal to have the extension of First St. East of High a NO PARKING section and b) install cautionary/safety lights at First and High to enhance safety for the crossing guard and pedestrians.
2. Revise the street parking on the South side of First St. West of High St. to permit short-term (15-30 minute) parking by parents picking up and dropping off students. I encourage this revised parking policy for the following reasons:
  - a) Parents are hard-pressed to drop off/pick up their kids safely and quickly while juggling other obligations, including their other children, employment, etc. The schools have done all they reasonably can to smooth and streamline traffic but drop-off and pickup through the school parking lot area still involves bottlenecks that may take 5-10 minutes or more in gridlock, create a lot of auto exhaust/pollution, etc. Parents who are willing to park nearby and walk their children safely, along with those who walk or bicycle to/from home, help diminish that inefficient bottleneck of traffic that wastes time and causes pollution.
  - b) The alternative of enforcement causes unreasonable expense and use of city resources not to serve, but rather to inconvenience, citizens and creates tension for families walking by. While driveway access certainly should be enforced at all times, the school is a part of the neighborhood and the street parking regulations should reflect that fact and allow the use of street parking by families attending the school – and not waste city and taxpayer resources to enforce a rule that is a disservice to the community.
  - c) There is a clear demand for this nearby street parking as an alternative to the bottleneck parking lot option, as evidenced by the provided photograph taken during pickup time (approximately 3:55 p.m.) January 21. (I've also observed pickup via use of the faculty parking lot, despite signs forbidding this practice; this behavior would likely happen even more often, if not for the street parking option.)

3. Enhance safety of navigating the sidewalk immediately West of High St. on the South side of First St. by either a) installing a paved walkway in the unpaved area (see photos) or b) requiring the property owner to promptly install a paved drive that effectively creates a paved, level walkway that seamlessly transitions into the sidewalk. Currently this section of the walkway often becomes a barrier and hazard (slippery, muddy, unstable, puddle-ridden, etc.) and drives many pedestrians into the street.
4. Additionally, facilitate use of the sidewalk on the *North* side of First St. just west of High. Currently, nearly 100% of pedestrians walk on the South side of First St. here because of the hostile environment of dogs and other animals, as well as often-overgrown vegetation. Surely there *must* be a solution to make this existing sidewalk usable pedestrian-friendly.

Respectfully,

Michael O'Connell

**Photographs of First Street just West of High St.**

(Taken January 21, 2016, 3:50-3:55 p.m. and captured from Google maps)

**Photo 1:** Cars parked all the way along South side of First Street. (Parked cars respect access to the unpaved driveway.)





**Photos 2 and 3:** Unpaved driveway section on South side of First St. interrupts safe passage on sidewalk and can be a treacherous obstacle to pedestrians.



**Photo 4:** Sidewalk in/near 2028 E First St. is essentially unusable due to ever-threatening loud, barking dogs behind short fence and overgrown vegetation. Few brave souls walk here.







Scott Robinson <[robinsos@bloomington.in.gov](mailto:robinsos@bloomington.in.gov)>

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## MCCSC parking proposal for First Street

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Fri, Jan 22, 2016 at 12:24 PM

Dear Scott,

I own the house at 801 South High, on the south side of the stub of First Street that leads to Rogers and Binford Schools. I understand that MCCSC wishes to prohibit parking there on weekdays between 8:00 a.m. and 5:00 p.m. Although I appreciate and support the concern for safety of children coming to and from school, it would be inconvenient and difficult if parking was completely prohibited on that section of First Street during the hours proposed. There are occasions when gatherings are held at 801 S. High during those hours where nearby street parking is needed. The driveway is not sufficiently large to hold the number of visitors, and no parking is available on High Street, nor will it be available on First on the west side of High for sufficiently long if other aspects of the proposal are approved.

I hope an arrangement could be made so that the parking limitations would only be in place during the hours parents and children are coming and going to school -- say, 8:00 a.m. to 10:00 a.m. and 3:00 p.m. to 5:00 p.m., and only during periods when school is in session (not during summer and other vacations).

Thank you --  
Susan Failey  
Member, 801 South High LLC