

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
October 26, 2016
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – September 28, 2016*
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
 - A. Rogers Road/The Stands Drive Intersection Update
- VI. Old Business – none
- VII. New Business –
 - A. S. Fairview Avenue On-Street Parking*
 - B. College Avenue/8th Street intersection - parking restriction to improve sight distance*
 - C. Bike Code Changes - possible ordinance update*
 - D. Parking Code Changes - possible ordinance update*
- VIII. Traffic Inquiries –
 - A. E. 1st Street – request to reduce traffic speeds between Lincoln and Henderson Streets
- IX. Adjournment

Next meeting – November 16, 2016

**Action Requested/Public comment prior to any vote (limited to five minutes per speaker)*

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**City of Bloomington Traffic Commission Minutes
September 28, 2016 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: David Alley (proxy), Andrew Cibor, Ryan Cobine, Markeus Farrand, Judi Maki, Abigail Pietsch, Sarah Ryterband and Joe VanDeventer

Others in Attendance: Jason Banach, John Grigutis, Greg Jacobs, Brock Ridgway, Amanda Turnipseed, Neil Kopper (staff), Nate Nickel (staff) and Natasha Jensen (staff)

- I. **Call to Order** (~5:30 PM)
- II. **Approval of Minutes** – Mr. Cobine motioned to approve, and Mr. Cibor seconded to approve the July 27, 2016 minutes. **The motion passed 8-0.**
- III. **Public Comment** – Mr. Grigutis addressed the commission on his concerns for the Blue Ridge Neighborhood Association and the safety of those entering and exiting the neighborhood. He read a letter to the commission that was authored by the Blue Ridge Neighborhood Association. He addressed the concerns of turning onto E. Blue Ridge Drive from southbound N. Walnut Street, turning onto southbound N Walnut Street from E. Blue Ridge Drive, and the northbound traffic on N. Walnut Street using the shoulder to pass. Mr. Grigutis also requested a traffic study at this site. He asked that the study be done while IU is in session to fully address the impact of traffic in the area. Ms. Ryterband explained that she would like to see a traffic and speed study done in the area, but the commission would defer this issue to staff.
- IV. **Communications from Commission** – Mr. Cibor provided updates on underway city transportation projects. He noted the development of the projects on E 3rd Street and College Mall, W 3rd Street and Bloomfield Road, and 17th Street.
- V. **Reports from Staff** –
 - A. **90 Day Orders** – Mr. Cibor explained the changes that would be made on Fess Avenue between Hunter Avenue and University Street. Parking on Fess will switch from the west to east side. Signage will be updated. Next, Mr. Cibor spoke on the requirement of those exiting the alley along Smith Avenue to stop as well as allowing bicycle traffic to be permitted on the same section. Mr. Cibor then spoke on the requirement of those on Walnut Grove to stop for traffic on 11th Street. Mr. Cibor explained that these 90 Day orders would just clean up the current code, plus others could be future Traffic Commission cases.
- VI. **Old Business** – none
- VII. **New Business** –

- A. Delete BMC 15.32.130** – Mr. Nickel explained that this removal would apply to any future Title 15 updates. Mr. Cibor explained that deleting the City code would remove any conflict between State and City codes, and that he recommended the removal. Mr. Cobine motioned to approve and Ms. Maki seconded. **The motion passed 8-0.**
- B. E 11th Street between Woodlawn Avenue and Forrest Avenue – remove north-side on-street parking and change traffic direction** – Mr. Kopper explained that the staff did support this change to the traffic direction and parking on E. 11th Street. Mr. Ridgway clarified that IU has an immediate need to allow trucks to access Woodlawn. To do this, it would be necessary to increase the radius of the intersection and change the traffic direction on Woodlawn. He explained the necessity of acting quickly to ensure IU has access. Mr. Ridgway addressed Mr. Cobine’s question on the temporary aspect of the design as well as the anticipation of it needing to change once again. Mr. Cibor brought up how the design will be a loss of parking for adjacent properties. Mr. Banach explained that IU does own on all sides of the proposed design, except for the fire station. Mr. Cobine motioned to recommend the approval of the design put forth. Ms. Pietsch seconded. **The motion passed 8-0.**
- C. 8th and Grant Streets intersection – modify stop controls and on-street parking configuration** – Mr. Kopper addressed the concern of line of sight on 8th and Grant Streets. He explained that shrubbery and parked cars do block views. Mr. Kopper went on to explain that the traffic flow on Grant is stopped even though it is slower than the traffic that comes from 8th Street. Mr. Kopper recommended switching the parking from the west to east side to reduce the traffic flow on 8th Street instead of Grant. Ms. Maki questioned if the city could remove the shrub that was currently blocking line-of-sight. Mr. Cibor explained that it would not be necessary to trim the shrubbery, but instead they could reduce the flow of traffic on the busier street as well as remove the line of sight issue. Mr. Cobine motioned to recommend these changes to 8th and Grant Streets. Mr. Farrand seconded. **The motion passed 8-0.**
- D. S. Highland Avenue – modify on-street parking configuration** – Mr. Kopper explained that this issue came from a previous inquiry. The corner on S. Highland does limit line of sight. Mr. Kopper provided two options to correct the issue. Option 1 included shifting parking to the east side of the street. This would restrict four parking spaces and the sidewalk would be less comfortable. Option 2 included leaving the parking as is, but restricting the three northernmost spaces. This would shift over traffic, but would be less aesthetically pleasing, as they put up posts to keep vehicles in recommended spaces. Mr. VanDeventer mentioned the possibility of making the street a one way going south. Mr. Kopper explained that they could make it a one way going north or south, but picking one of the two options presented would be the least intrusive way to solve the problem. Ms. Ryterband felt that the posts mentioned in Option 2 are often ignored, and in some cases are driven over. Mr. Cobine brought up the issue of the current parking and who makes use of it. Mr. Kopper explained that it is zoned parking. Ms. Maki discussed the possibility of moving parking to the east side exclusively. Mr. Cobine explained that he found it beneficial to have parking on both sides of the street. Mr. Kopper also mentioned that vehicles could still pull up even if they stripe, paint, and restrict parking. Mr. Farrand said he preferred Option 2, as it provided less clutter and would allow traffic to flow easier through the area. Mr. Kopper mentioned that Option

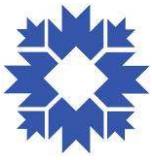
2 would be the easier option to implement, as it is difficult to remove the existing striping necessary for Option 1. Mr. Farrand also noted that he was not concerned with the posts, but he did not necessarily see them as a necessary portion of the solution. Mr. Kopper went on to explain that they were not a vital piece of Option 2. Mr. Cobine motioned to recommend the implementation of Option 2, leaving the posts to staff discretion; Ms. Maki seconded. **The motion passed 8-0.**

- E. Traffic Speed Enforcement Requests** – Mr. Nickel addressed the Commission asking for their guidance on the process of taking and investigating concerns of speeding. He explained that the process now is for staff to notify the Bloomington Police Department of the concerns. He went on to ask whether the Commission would recommend formalizing this process to be similar to the traffic inquiry system in place, and whether the Commission wanted communication from staff on these concerns. Mr. Cobine mentioned that he would not want to change the flow of the current system, but suggested it may be beneficial to collect data and semi-annually address the commission on the details of numerous complaints of similar nature. He included that he found value in the Commission looking into this data in the aggregate. Mr. Farrand mentioned that any time the Commission can look into these complaints, it would be beneficial, but he also would not want to disrupt the current process. Ms. Ryterband said that there are issues of safety and speeding, but it is not necessarily always an issue that the Traffic Commission would consider. She mentioned that it would be an unnecessary burden to consider each complaint received, but having access to the data as a whole would be valuable. Ms. Pietsch mentioned that the Bloomington Police are correcting the issues. Ms. Ryterband explained that being able to show speed and raise consciousness of the actual speeding problem may be useful.

VIII. Traffic Inquiries

- A. S. Walnut Street – School Speed Zone Request (Bloomington High School South)** - Mr. Nickel described the details of this request. He noted that there is currently a School Speed Zone for the high school on Henderson Street, but not one along S. Walnut Street. Mr. Farrand asked for staff input on signage. Mr. Cibor noted that some signs for School Zones are not necessarily clear, including “When children are present” signage. He went on to explain that flashing lights to indicate at what times speed is to be reduced may be helpful. Mr. Cibor also noted that there is a very long stretch that is currently codified as a School Zone, and it would be more useful to limit this to where you actually see students typically traveling. Ms. Ryterband stated that she was surprised there was not already a School Zone there and believes without lights indicating the need to slow down, motorists would ignore the signage. Ms. Maki noted that she would recommend a School Zone to be created in that area. Mr. Cobine mentioned that there will be a new trail on Henderson, and the character and nature of this area will be changing soon. Ms. Pietsch said that she would want to know more about the traffic and pedestrian activity there because it is a high traffic area. Mr. Cibor and Mr. Nickel agreed that staff could look into the issue further and report back to the Commission. Mr. Cobine mentioned that a School Zone may be too simple of a solution, and that the Commission would want to check in on this issue again in more detail.

- IX. Adjournment (~6:30 PM)**
Next Meeting – October 26, 2016



MEMORANDUM

To: Traffic Commission
From: Nate Nickel, Senior Long Range Planner
Date: October 19, 2016
Re: S. Fairview Street On-Street Parking

Background

The City of Bloomington recently completed a project on S. Fairview Street (between Wylie Street and Allen Street) that installed concrete curbs on both sides of the street, plus a new sidewalk along the eastside of S. Fairview Street. As part of this project, several bump-out areas near the intersection with Wylie Street were created for on-street parking.

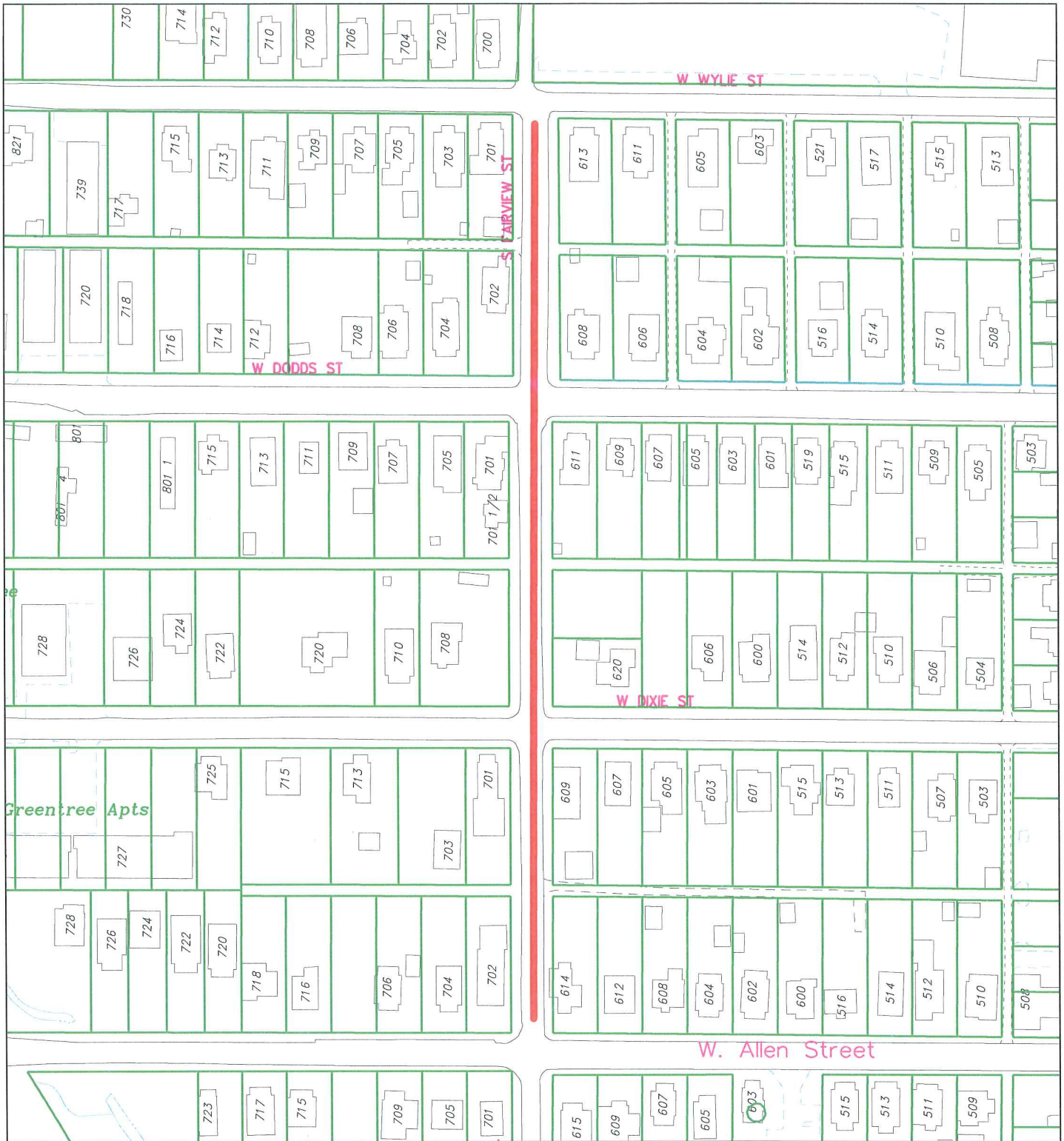
Title 15 currently has a number of on-street parking restrictions for this section of S. Fairview Street. This includes the following:

- No parking on Fairview Street from Dodds Street to 140' North of Dodds Street (East, Any Time).
- No parking on Fairview Street from Private Property Line to Dixie Street (East/West, Any Time).
- No parking on Fairview Street from Wylie Street to 130' South of Wylie Street (West, Any Time).

Due to several factors, staff is proposing that all of these parking restrictions be eliminated. For one, this section of Fairview Street receives a low-volume of traffic, so on-street parking is not a major hindrance for vehicle movement. The addition of curbs and parking bump-outs also make on-street parking much more efficient than it was prior to the City project being completed. Eliminating these parking restrictions would also permit the new parking spaces that were installed along S. Fairview and better reflect current conditions on this street.

Recommendations

Staff requests that the Traffic Commission recommend that the City Council amend Title 15 and eliminate the on-street parking restrictions on S. Fairview Street between Wylie Street and Allen Street. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.



S. Fairview Street On-Street Parking

Proposed Title 15 Amendment to ~~Permit~~ Existing On-Street Parking Conditions

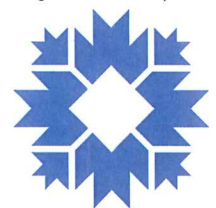
(Street approx. ~24 wide)

By: nickeln
19 Oct 16



For reference only; map information NOT warranted.

City of Bloomington
Planning & Transportation



Scale: 1" = 150'





Looking south along S. Fairview Street from Wylie Street (~24). The new parking bump-outs and sidewalk can be seen on the left of the photo (east-side of street).



Looking north along S. Fairview Street from Allen Street (~24); new curbs on both sides of street, plus new sidewalk.



Looking north along S. Fairview Street from Dodds Street (~24). The new parking bump-outs and sidewalk are located on the right side of the photo (east-side of street).



MEMORANDUM

To: Traffic Commission
From: Neil Kopper, Project Engineer
Date: October 19, 2016
Re: 8th Street and College Avenue Intersection - Parking Restriction Proposal

Background

This intersection was brought to staff's attention by Monroe County Commissioner Julie Thomas. Her concern relates to limited visibility at the intersection of 8th Street and College Avenue due to the on-street parking in front of the Smallwood Building. She believes this concern should be resolved before the rapidly approaching opening of the Monroe County parking garage which will exit onto 8th street (one-way only, eastbound) towards College Avenue. Commissioner Thomas requests that 8th Street be converted to two-way traffic operation so that traffic can also go westbound on 8th Street to Morton Street.

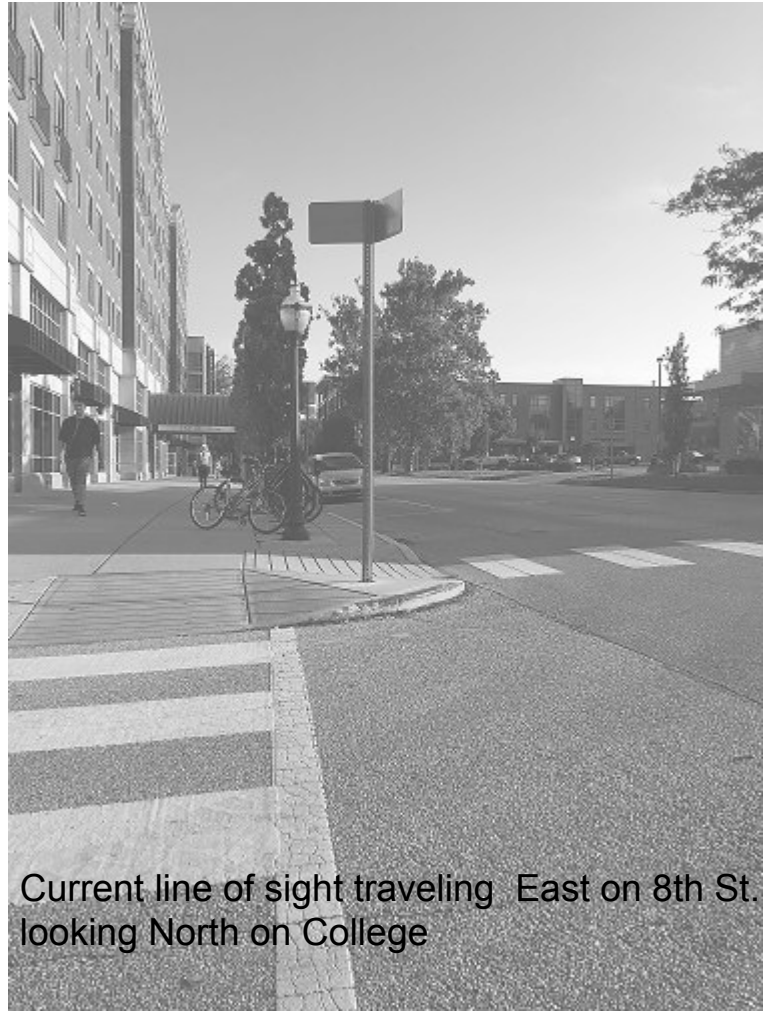
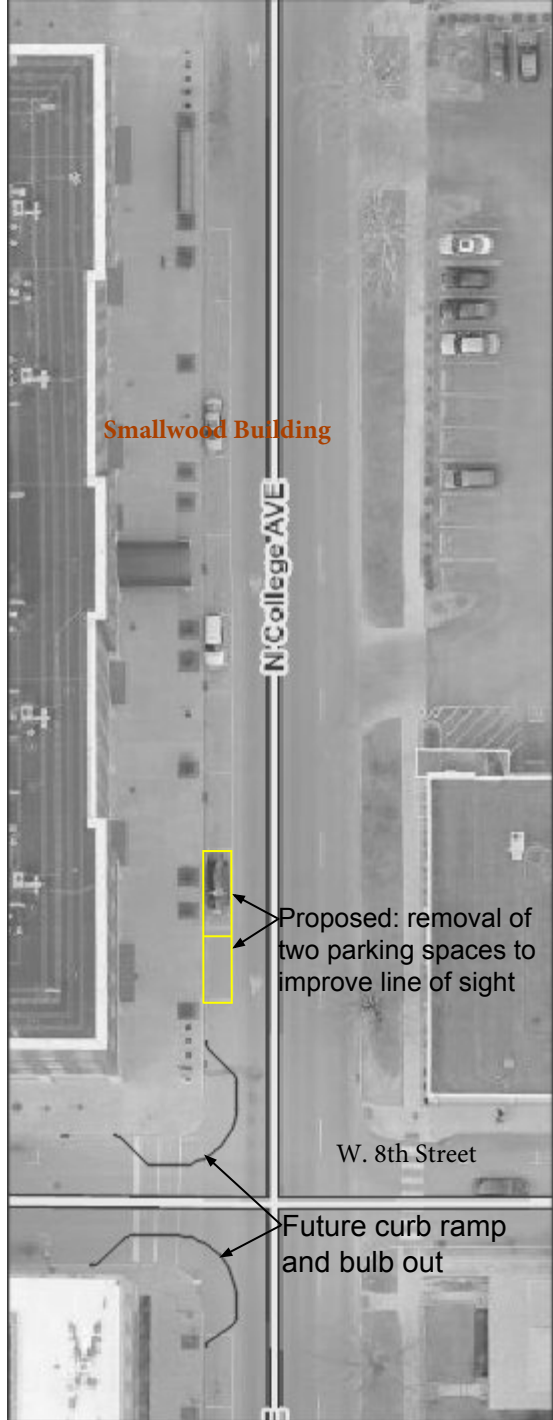
The Bloomington Police Department has echoed the concerns of Commissioner Thomas. They have recommended that 8th Street be converted to two-way traffic operation specifically between the north/south alley and Morton Street. That conversion would allow vehicles exiting the new parking garage to travel westbound, but would not allow traffic from College Avenue to turn west onto 8th Street.

On-street parking on College Avenue currently limits sight distance for people approaching this intersection on 8th Street. There were no crashes reported at this intersection within the last five years that were related to line of sight obstructions. There are not any traffic counts currently available for this location and traffic volumes are expected to significantly increase after the Monroe County parking garage opens.

Staff believes that visibility improvements at this intersection would be beneficial regardless of a two-way conversion because some vehicles would continue to go east on 8th Street. Restricting two parking spaces along the west side of College Avenue, directly north of the 8th Street intersection, would improve the visibility of southbound College Avenue traffic for anyone traveling east on 8th Street. The attached graphic indicates those parking spaces as well as improvements planned for the pedestrian curb ramps at this intersection which will also help clarify how far motor vehicles can pull forward without encroaching into the southbound travel lanes. These curb ramp improvements are scheduled for construction in summer 2017.

Recommendations

Staff recommends removing two parking spaces north of 8th Street on the west side of College Avenue in order to improve visibility at this intersection. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration. If the new parking garage is scheduled to open before a Title 15 amendment could be approved by Council then staff could pursue a 90 day order to implement the changes.





MEMORANDUM

To: Traffic Commission
From: Scott Robinson, Planning Services Manager
Date: October 18, 2016
Re: Bicycle related Bloomington Municipal Code Amendments

Background

The following are Title 15 amendments that are specifically related to bicycles. Staff has reviewed Title 15 for consistency with state laws and to address local needs. A summary of the Title 15 sections are reviewed below along with the staff proposal on the general intent to amend each section.

15.56.010 Applicability of state laws - Every person who operates a bicycle upon any street or road shall be subject to the state laws concerning bicycles as set out in Title 9 of the Indiana Code and to all city traffic ordinances except where additional requirements are imposed by this chapter, or the nature of such rules or ordinances renders them inapplicable to bicycles or bicycle traffic.

- Staff does not propose to change to this section, but this provides the basis to change other applicable sections.

15.56.015 Definitions – Add “roller skates” to the list of definitions. The draft definition includes the following information “roller skates and riders using similar roller skates and riders using similar devices such as skateboards, in-line skates, scooters and similar devices propelled by human power.

- Staff is proposing to add this definition as roller skates are not currently defined.

15.56.020 Operating bicycles – This section is being deleted and replaced. Draft material will allow people to legally operate a bicycle on a sidewalk with some safety conditions. The draft material includes the following provisions: (a) It shall be legal to operate a bicycle upon a sidewalk when sidewalks are not congested with pedestrian traffic. If the sidewalk is congested with pedestrian traffic, the bicycle operator shall walk the bicycle. (b) A person operating a bicycle on a sidewalk, or across a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian. The audible signal may be given by voice or by bell or other warning device capable of giving an audible signal and shall be given at such a distance and in such a manner as to not startle the person or persons being passed. (c) A person operating a bicycle upon a sidewalk or crosswalk, before overtaking a blind person carrying a white cane or guided by a dog, shall dismount and overtake or pass on foot, if necessary for safety. (d) A person shall not operate a bicycle upon a sidewalk so as to suddenly leave a curb or other place of safety and move into the path of a vehicle or pedestrian so as to constitute an immediate hazard. (e) No person shall operate a bicycle on a sidewalk at a speed greater than most pedestrian activity when approaching or entering a crosswalk or approaching or crossing a driveway if a vehicle, including a cyclist, is approaching the crosswalk or driveway close enough to constitute a potential hazard. (f) A person operating a bicycle shall have the same rights and responsibilities as pedestrians lawfully within an adjacent crosswalk, when the person or persons in the crosswalk is upon the half of the roadway upon which the vehicle is traveling or when the person or persons are approaching closely from the opposite half of the roadway. (g) A person operating a bicycle shall not pass a pedestrian within three feet of the pedestrian.

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- Staff is proposing these changes to better reflect operating bicycles in Bloomington with enforcement priorities and to address safety concerns of pedestrians.

15.56.025 Prohibition of coasters, skateboards and roller skates – This section is being deleted and replaced. Draft material will allow people to legally operate these modes of transportation. The draft material includes the following provisions: (a) Operating roller skates, including in-line skates, skateboards, scooters or other similar devices powered by human power in the following locations is hereby declared a public nuisance and is therefore prohibited on (streets) Kirkwood Avenue from Indiana Avenue to College Avenue, Sixth Street from Walnut Street to College Avenue, Walnut Street from Third Street to Seventh Street, College Avenue from Third Street to Seventh Street, and (parks) Waldron, Hill, and Buskirk Park Fountain Circle. (b) The City shall have the discretion to post signs as necessary and appropriate. (c) Violation of Section 15.56.025 is a Class G Traffic Violation and subject to the penalty listed in Section 15.64.010(h). (d) No person may use roller skates, as defined in 15.56.015, upon any street, roadway or sidewalk while attached to any motor vehicle on the roadway. No person shall knowingly drive a motor vehicle that is towing a person using roller skates. (e) All persons using roller skates, while on a public street and traveling at less than the speed limit of the roadway, shall yield to vehicles approaching from the rear by moving to the right curb or shoulder of the street. (f) All persons operating roller skates on public streets from one-half hour after sunset to one-half hour before sunrise must be equipped with the following: (1) A device exhibiting a white light visible from a distance of at least 500 feet to the front. (2) A device exhibiting a red light visible from a distance of at least 500 feet to the rear or a red reflector visible from a distance of 500 feet to the rear. (g) All persons operating roller skates on public streets who are under age 18 must at all times when so engaged wear a protective helmet of good fit fastened securely upon the head with straps of the helmet.

- Staff is proposing to delete many of the prohibitions for these modes and add minimum safety requirements.

15.56.030 Bicycle license required – No person shall ride a bicycle on any road, street, or bicycle path within the city unless the bicycle has been licensed and a valid license decal firmly attached to the seat tube of such bicycle. Bicycles owned by non-residents of Bloomington and bicycles validly registered by Indiana University, Bloomington, are exempt from this license requirement.

- Staff is proposing to delete this requirement.

15.56.040 Issuance of license - The city controller shall, upon receiving proper application, issue a bicycle license decal, at no charge to the applicant.

- Staff is proposing to delete this requirement.

15.56.050 Bicycle license records - The city controller shall maintain a record of all bicycle licenses issued. Such record shall contain the number of the license decal issued, the date of issue, the name and address of the owner, the make and serial number of the bicycle, and any other information deemed necessary.

- Staff is proposing to delete this requirement.

15.56.060 Removal of license decal prohibited - No person shall remove a license decal from a bicycle during the period for which the license was issued except upon a transfer of ownership of the bicycle, or in the event the bicycle is dismantled and is no longer operated upon any street, road or bicycle path in the city.

- Staff is proposing to delete this requirement.

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15.56.070 Bicycle rentals – This section is being amended. Draft material includes the following: (a) no person may rent a bicycle to another person unless the bicycle is equipped as required by state law. (b) Any person or business renting or offering a bicycle for rent in this City shall indemnify any person renting such bicycle for fines incurred due to any noncompliance with state equipment requirements. Failure to indemnify renter for any fines incurred is a Class B Traffic Violation subject to the penalty listed in Section 15.64.010(b).

- Staff is proposing to amend the license requirement.

15.56.080 Bicycle lanes established – This section is being amended. The draft material will amend the title and first paragraph to include: Bicycle lanes are established for the purpose of providing a separate traffic lane on designated city streets for the sole use of persons riding bicycles. No parking, stopping or standing by automobiles is permitted on a bicycle lane. The location of bicycle lanes shall be designated by signs and/or appropriate markings on the surface of the street.

- Staff is proposing to rewrite this section to include accurate definitions of bike lanes and not confused with off street paths or trails. The rewrite can further help address the prohibition of vehicular operation and parking within bike lanes as well as other legal protections for bicyclists within a bike lane.

15.56.085 Right-of-way of bicycle riders – This section is being deleted, renamed to “Driving on bike paths”, and replaced. This new section will focus on the use of bike paths and not focus on prohibiting motorized bicycles. State code defines what size engine determines a motorized vehicle. The draft material will include the following: (a) A person shall not drive a motor-propelled vehicle in, on or across a bike path except (1) to enter or leave a driveway, building or alley; (2) to enter or leave a parking space; or (3) for a bus, to enter or leave a bus stop. (b) Subsection (a) does not apply to a bicycle, scooter or similar vehicle equipped with an electric motor that is capable of propelling the bicycle, scooter or vehicle at a maximum speed of 20 miles an hour. (c) A person may not drive or cross a bicycle path under this section without first yielding the right-of-way, if necessary, to avoid collision or interference with bicycle traffic.

- Staff is proposing to delete this section as these are redundant and covered by other sections or state code and replace it with regulations on the use of bike paths (bike lanes).

15.60.090 Opening Vehicle Doors – This is a new section within 15.60 that provides legal protections for users within bike paths. Draft language includes the following: No person shall open a door of a motor vehicle on the roadways streets or highways of this City, unless and until it can be done without interfering with the movement of other traffic, including pedestrians and bicycles on sidewalks, shoulders or bike lanes. No person shall leave a door open on the side of a vehicle available to moving traffic, including pedestrians and bicycles on sidewalks, shoulders or bicycle lanes, for a period of time longer than necessary to unload or load passengers.

- Staff is proposing to add a new section to cover the opening of vehicle doors and how this can be a hazard to bicyclists, pedestrians, and moving vehicles. This problem is often referred to as dooring accidents. This provision can help mitigate poor behaviors and improve safety.

15.60.100, Vulnerable Road Users – This is another new section within 15.60 that provides legal protections for vulnerable road users. Draft language includes the following: a pedestrian, including, but not limited to, runner, a person with a disability, a child, a stranded motorist or passenger, a highway construction or maintenance worker, a tow truck operator, a utility worker, or any other worker with legitimate business in or near the road or right-of-way; (2) a person on horseback; (3) a person operating equipment other than a motor vehicle, including, but not limited to, a bicycle,

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handcycle, horse-driven conveyance or unprotected farm equipment; or (4) a person operating a motorcycle, moped, motor-driven cycle or motor-assisted scooter. (b) An operator of a motor vehicle passing a vulnerable road user operating on a highway or street shall (1) vacate the lane in which the vulnerable road user is located if the highway has two or more marked lanes in the same direction; or (2) pass the vulnerable road user at a safe distance. (c) An operator of a motor vehicle who is making a left turn at an intersection, including an intersection with an alley or private road or driveway, shall yield the right-of-way to a vulnerable road user who is approaching from the opposite direction and is in the intersection or close enough to the intersection as to be an immediate hazard. (d) An operator of a motor vehicle may not overtake a vulnerable road user traveling in the same direction and subsequently make a right-hand turn in front of the vulnerable road user unless the operator is safely clear of the vulnerable road user, taking into account the speed at which the vulnerable road user is traveling and the braking requirements of the motor vehicle making the right-hand turn. (e) An operator of a motor vehicle may not maneuver the vehicle in a manner that is intended to intimidate, threaten or harass a vulnerable road user. (f) An operator of a motor vehicle shall exercise due care to avoid colliding with any vulnerable road user on a roadway or in an intersection of roadways.

- Staff is proposing to add a new section to cover vulnerable road users. There are many users within the roadway. This provides additional clarification on legal protections for the most vulnerable road users typically under very broad protections.

Recommendations

Staff is seeking approval with these proposals to amend Title 15. Staff presented the intent of these proposals to the Bicycle and Pedestrian Safety Commission at their October 10th meeting. There was consensus to support these concepts. Staff is working with the City Legal Department on the exact amendment language for these proposals. Some new additions may include updating the violations, fines, and definitions. A detailed Title 15 amendment proposal will be prepared for the Common Council to consider at a later date. Staff is seeking a recommendation on these proposals to include with the next Title 15 update.



MEMORANDUM

To: Traffic Commission
From: Scott Robinson, Planning Services Manager
Date: October 18, 2016
Re: Parking related Bloomington Municipal Code Amendments

Background

The following are Title 15 amendments that staff is proposing to allow for back-in angled parking and to sunset the resident only parking permits. A summary of the Title 15 sections are reviewed below.

15.32.175, Parallel and angle parking – Will be amended in its entirety and replaced with the following draft material. (a) Parallel parking: Where parallel parking is required, vehicles shall park with the curbside wheels of the vehicle parallel with and within one foot of the curb or within the marked space. (b) Pull-in angle parking: Where pull-in angled parking is required, vehicles shall be parked with the front wheel nearer the curb touching or within one foot of the curb or within the marked space. (c) Back-in angle parking: Where back-in angle parking is required, vehicles shall be parked with the rear wheels of the vehicle closest to and at an angle to the curb or edge of the roadway. The parked vehicle shall be as close as practical to the curb or edge of the roadway and no portion of the vehicle may extend into the roadway so as to obstruct traffic flow.

15.36, Resident-only parking permits – Will be deleted in its entirety. The draft material will include a sunset provision to allow some time for permit holders to consider alternatives. In some instances short term loading zones or general loading provisions may be one way to manage some requests this permit has covered in the past. These are typically for people needing travel assistance to and from their home and need a convenient pickup and drop-off location near their entrance.

Recommendations

Staff is seeking approval to move forward with these proposals to amend Title 15. Staff is working with the City Legal Department on the exact amendment language for these proposals. A detailed Title 15 amendment proposal will be prepared for the Common Council to consider at a later date. Staff is seeking a recommendation on these proposals to include with the next Title 15 update.



MEMORANDUM

To: Traffic Commission
From: Nate Nickel, Senior Long Range Planner
Date: October 19, 2016
Re: Traffic Inquiries

Background

The Planning and Transportation Department received one Traffic Inquiry from the public this month, which is outlined below. The nature of Traffic Inquiries vary, but are within the purview of the Traffic Commission. The intent of the Traffic Inquiry process is to hear citizen requests and then leverage both the advisory role of the Commission, as well as citizen input, before a request is formally considered. The Traffic Inquiries process also allows City staff to properly evaluate and prepare information for any potential future action items to be heard by the Commission.

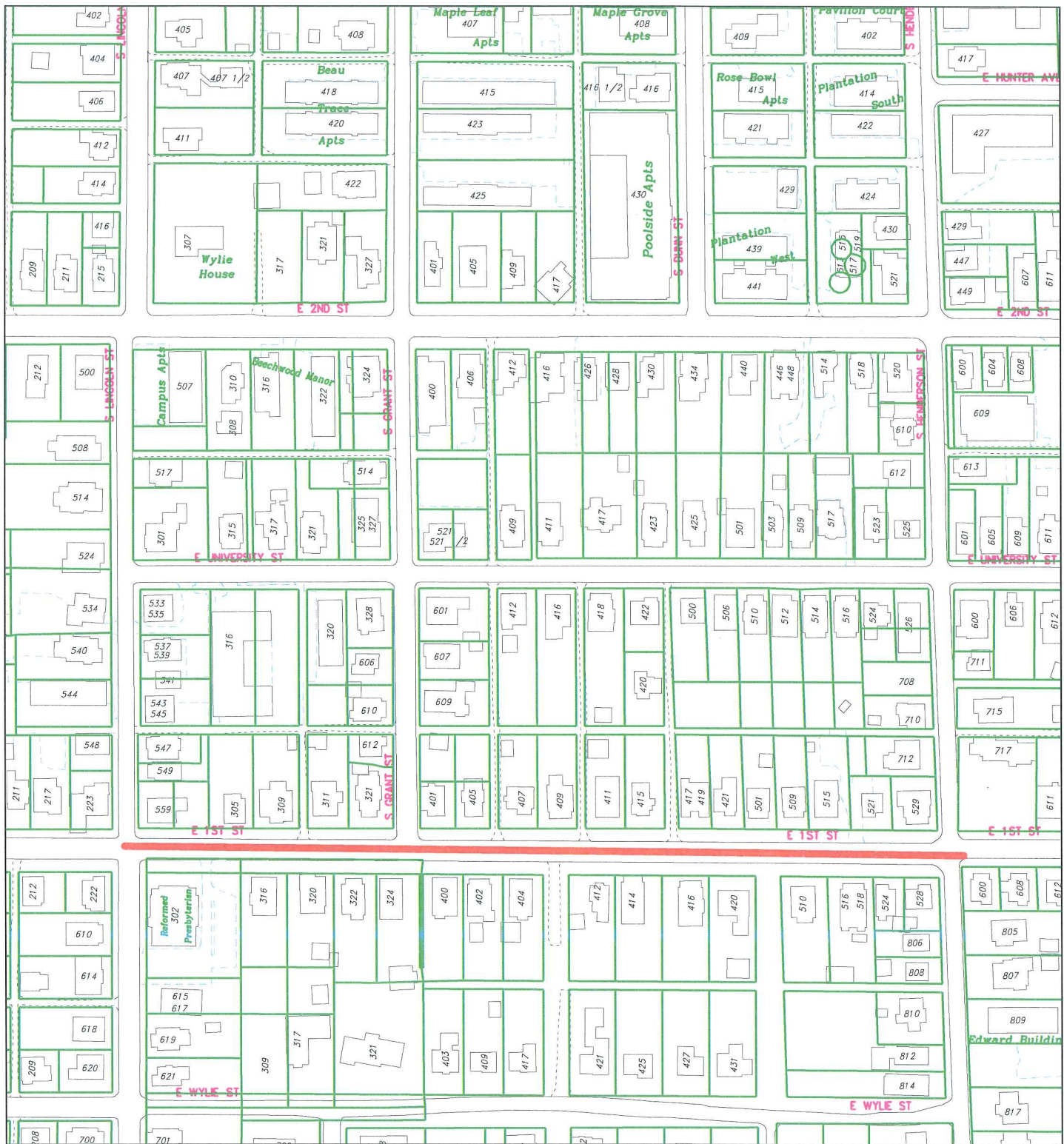
Basic information on Traffic Inquiries received by the Department are summarized below, as well as listed on the agenda. A respective map and site photos are also included for each Traffic Inquiry within the meeting packet for reference. Citizens that make Traffic Inquiries (either by phone, email, letter, U-Report, or in person) will be invited to attend the respective Traffic Commission meeting and given an opportunity to provide additional information.

Traffic Inquiries

- A request to reduce traffic speeds along E. 1st Street (between Lincoln St. and Henderson St.)

Recommendations

Staff requests that the Traffic Commission identify if this Traffic Inquiry needs further analysis before a future case can be heard. The specific types of data and information that the Traffic Commission would like to review, as well as any possible solutions to consider, are also requested by staff.



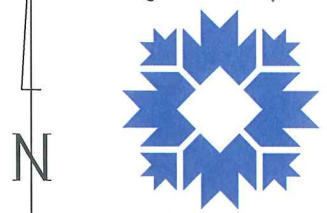
E. 1st Street (between Lincoln St. and Henderson St.)
 Request to Reduce Traffic Speeds

By: nickeln
 6 Oct 16



For reference only; map information NOT warranted.

City of Bloomington
 Planning & Transportation



Scale: 1" = 200'

----- Forwarded message -----

From: **James Brosher**

Date: Sat, Sep 24, 2016 at 1:30 AM

Subject: Traffic on 1st Street

To: Isabel Piedmont-Smith

Hi Isabel,

I saw your note in the Bryan Park Neighborhood Association listserv today and wish I could make it in person to your constituent meeting, but unfortunately will be out of town.

I'm writing in regards to traffic along our street. My wife and I bought a home in your district at the corner of 1st and Grant back in July. Since that time, I've noticed that folks tend to really speed down 1st street. From my understanding, the speed limit is 30 MPH in front of our house, but oftentimes it seems as though folks are doing closer to 45 MPH. The pace tends to noticeably increase after dark. The street was closed earlier this week just east of the intersection with Grant and there was an eerily calm vibe on our front porch as I drank my coffee.

I understand East-West traffic flow in the city is challenging, but it really seems dangerous to have so many people driving so quickly through a populated neighborhood. I'm not sure if a traffic flow/pedestrian safety matter like this would fall under your purview or if there's a specific city board to which I should write. I'm also curious if the city would ever consider installing speed bumps, additional stop signs or extended curb structures similar to the ones around the corner on Lincoln (I'm not sure what they're officially called but I've attached an example image) in order to help slow the pace of traffic.

Thanks,

-James Brosher
322 E. 1st St.



(Washington Street traffic bump-outs – photo provided by Mr. Brosner)