

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
March 28, 2018  
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – January 24, 2018
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
- VI. Old Business
- VII. New Business
  - A. School Zone Enhancements Project
  - B. N. Forrest Avenue – no parking on both sides the street\*
  - C. N. Walnut Grove - remove on-street parking\*
  - D. Martha Street – no parking on south side of the street\*
- VIII. Traffic Inquiries - none
- IX. Adjournment

*Next meeting – April 25, 2018*

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

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**City of Bloomington Traffic Commission Minutes  
January 24, 2018 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: Andrew Cibor, Chris Etter, Larry Haywood, Judi Maki, Sarah Ryterband, and Shane Rasche

Others in Attendance: Sara Gomez (Staff), Elizabeth Carter (Staff), and Scott Robinson (Staff)

- I. Call to Order** (~4:34 PM)
- II. Election of Chair and Vice Chair** – Ms. Ryterband nominated Mr. Etter for Chair and Ms. Maki for Vice Chair. Mr. Cibor seconded the nomination. **The nominations passed 6-0.**
- III. Approval of Minutes** – December 13, 2017- There were two corrections. Mr. Cibor motioned to approve the corrected minutes. Ms. Ryterband seconded the motion. **The motion passed 6-0.**
- IV. Public Comment** – none.
- V. Communications from Commission** – Mr. Cibor provided an update on I69 and said they are currently on schedule for substantial completion by August 2018. He said there is a lot of work yet to be completed and the weather and other factors could delay this deadline. He said other City projects are also on schedule. Utility relocation is occurring for the Tapp Road and Rockport Road intersection project and construction will start later this spring. Ms. Ryterband mentioned the City's effort on the transportation plan and reminded everyone about the meetings going on this week.
- VI. Reports from Staff** – None.
- VII. Old Business** – None.
- VIII. New Business**
  - A. 6<sup>th</sup> Street and Maple Street intersection – remove on-street parking\*** - Ms. Gomez gave an overview of this request from a school crossing guard as detailed in the packet. She explained the sight standards used to evaluate the intersection and found the current sight distance is approximately 100 feet and that technically

approximately 150 feet is needed. This would require the extension of the yellow curbs for all sides of the intersection. Commission members asked about crash history, how other similar intersections will be treated, different treatments for each side as an option, temporary treatments, and other unique aspects of this intersection. Discussion ensued. Ms. Gomez said there were no accidents here in the last year and said the NW corner has the least amount of sight distance. She agreed that there are many similar intersections and this recommendation is only for this intersection which is in response to a complaint. Mr. Cibor explained that since it is a complaint the City must respond. This instance would not be used to proactively do the same at other locations around the city. Staff is seeking recommendations from the Commission. Mr. Etter motioned to extend the yellow curbs at this intersection and Mr. Cibor seconded. **The motion failed 2-1-3.** Ms. Ryterband said the motion was too vague and Mr. Etter motioned to extend the NW yellow curb by 20 feet. Ms. Ryterband seconded. **The motion passed 6-0.**

- B. Southern Drive – remove on-street parking\***– Ms. Carter gave a summary about a request from the Public Works Department over the limitations for large sanitation trucks to access this street due to on-street parking. She explained the east end is a dead end and that trucks must be able to turn around. There is an agreement with one property owner to allow sanitation trucks to use their drive to help trucks turn around. The proposal is to remove parking on the south side of the street as all adjacent properties have driveways - unlike the north side of the street. Mr. Haywood said he lives on this street and provided a video demonstrating the constraints created by on-street parking and other sight distance issues. Mr. Haywood motioned to remove the on-street parking for the south side of the street as recommended in the staff report. Ms. Ryterband seconded. **The motion passed 6-0.**
  
- C. Washington Street – remove on-street parking\*** – Ms. Carter reviewed the staff report explaining this request is in response to emergency responders. On-street parking creates conditions that can inhibit emergency response. She explained the unique nature of the street cross-section and a portion of the street is under private ownership. Commission members discussed the unique characteristics of this location and the differences between 19<sup>th</sup> and 20<sup>th</sup> streets. Discussion ensued. There were concerns about which parking would be removed and Ms. Carter explained the parking south of 20<sup>th</sup> Street would remain for west side of the street. Mr. Rasche recognized the parking needs for this area and the balance for general concerns on emergency response. Ms. Rytetband motioned to remove on-street parking on the east side of the street north of 20<sup>th</sup> Street. Ms. Maki seconded. **The motion passed 6-0.**

## **IX. Traffic Inquiries**

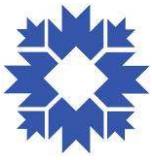
- A. Martha Street – no parking request** – Mr. Robinson gave an overview of one Traffic Inquiry regarding a U-Report seeking to remove on-street parking for one

side of Marth Street. Staff is requesting guidance from the Commission on any next steps such as data, further analysis, and any possible solutions. The resident was notified about the meeting, but no additional information was provided and they did not attend the meeting. Commission members questioned which side of the street is best and wanted more information on the width of the street. Staff said this is similar to other no parking requests where even with no parking there are limitations with parking enforcement. Staff will provide additional information at a future meeting.

**X. Adjournment (~5:45 PM)**

*Next meeting – February 28, 2018*

*\*Action requested*



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## MEMORANDUM

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: March 28, 2018  
Re: School Zone Enhancements Project

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### Background

The City has been awarded approximately \$470,000 of Highway Safety Improvement Program (HSIP) funding to improve school zones throughout the City. This funding is available to construct improvements in 2020 and the process of designing those improvements is underway.

The purpose of a school zone is to reduce the speed of motor vehicles in certain areas and times due to the likely presence of young pedestrians heading to and from schools. Bloomington Municipal Code 15.24.030 currently establishes school zones at numerous locations throughout the City. These existing school zones cover many streets and, in some instances, are more than a mile long. While well-intentioned, the result of these widespread school zones is low compliance by drivers of motor vehicles. Furthermore, the majority of the signage at these existing school zones notes a reduced speed limit only “When Children Are Present.” These signs are ambiguous and difficult to enforce, which contributes to further noncompliance.

### Project Proposal

This project seeks to update the City’s school zones based on the following general principles:

- 1) *Focus school zones on uncontrolled crosswalks that children use on the way to and from school.* Rather than applying school zones to every street near a school, school zones will specifically target the areas where pedestrians and motor vehicles interact. School zones will also only be applied at crosswalks where a reduced speed limit is expected to be beneficial.
- 2) *Keep the length of school zones to a minimum.* Drivers are more likely to respect school zones when there is an apparent reason for the school zone and a reduced speed is only required for a short distance. School zones may be as short as 400’ in length (200’ reduced speed area on each side of a crosswalk).
- 3) *Install flashing beacons and replace “When Children Are Present” signs with “When Flashing.”* Flashing beacons clearly indicate the times of day when reduced speeds are required. The times of day when these flashers are activated will be limited to short periods in the morning and afternoon when children may be traveling to and from school.
- 4) *Streets in school walk zone areas that do not have sidewalks should have 20mph speed limits.* Residential streets near schools that do not have sidewalks will commonly have pedestrians and motor vehicles sharing space within the street. Rather than attempting to use school zones to limit speeds on these streets at certain times of the day, it is more appropriate to reduce the speed limit at all times.

### Next Steps

Staff requests that the Traffic Commission provide feedback on the general proposal for this project. Staff intends to create a more detailed proposal and Title 15 amendment for the Commission’s consideration at a future meeting. This information has already been supported by the City’s Bicycle and Pedestrian Safety Commission and will ultimately require approval by the City Council in order to update City code.



Existing "When Children Present" Signage



Proposed "When Flashing" Signage



**MEMORANDUM**

To: Traffic Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planner

Date: March 13, 2018

Re: Request from IU to add a 'no parking zone' on the west side of N. Forrest Ave. between E. Cottage Grove Ave and E. 11<sup>th</sup> St. (adjacent to new Luddy Hall)

**Background**

IU is finishing the construction of the new Luddy Hall and it is almost completed. IU parking enforcement staff said prior to construction of the new building, the west side of Forrest Ave had been signed as a no parking zone, though it was identified that this is not how it is or had been noted in the city ordinance. Since Forrest Ave is not a one way street, it is challenging to maintain two way traffic when vehicles are also parked along the west side. The large surface parking lot on the east side of the street, which sees a lot of use throughout the day, is another factor to consider.

The University’s goal is to move parking away from campus and reinforce its stance that student parking is located in other areas. This request would not create a hardship for city parking as the vehicles parking in this location are reasonably all related to University business. IU parking enforcement staff is requesting a no parking zone for both sides of N. Forrest Ave.

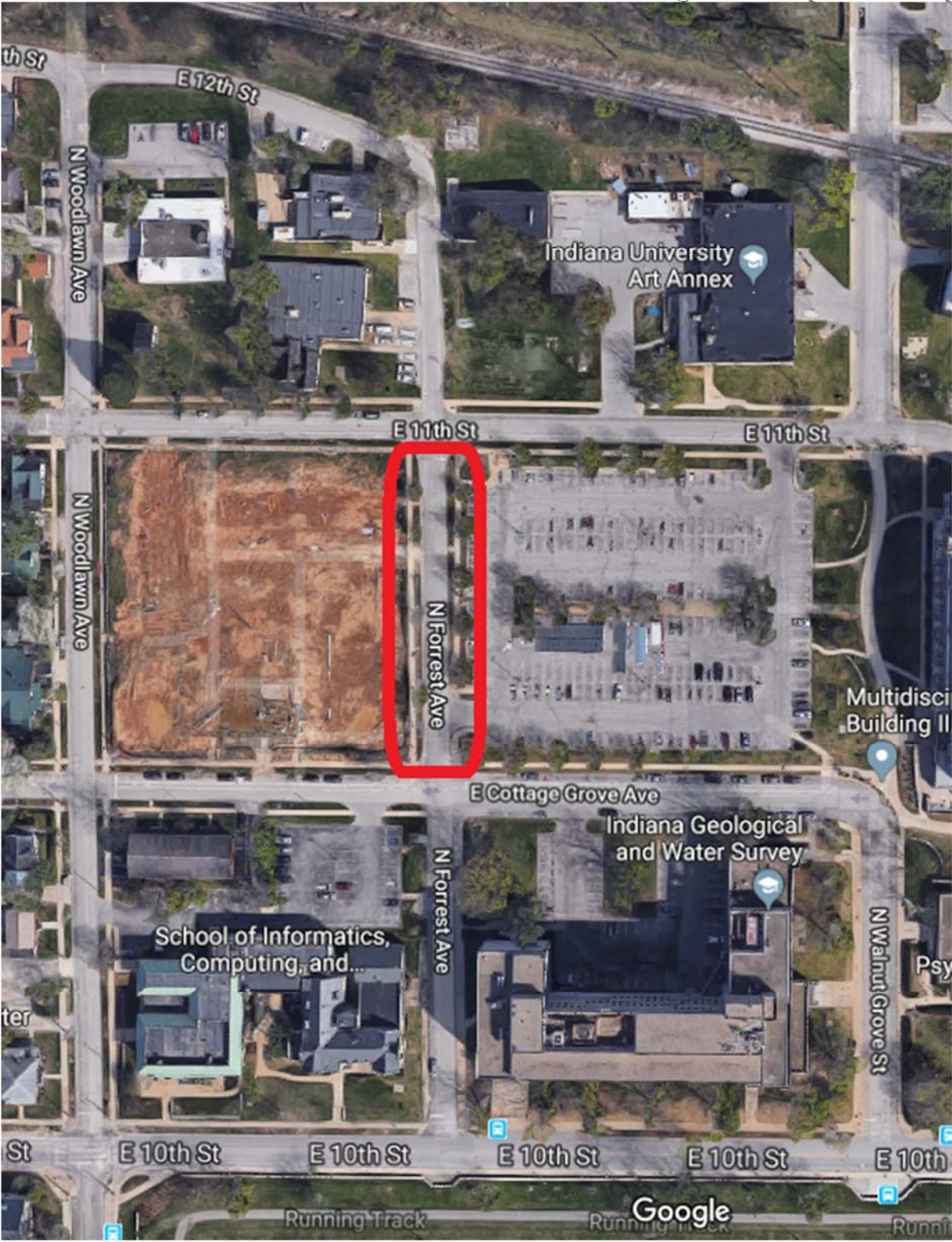
The street width is between 23 and 24 feet from curb to curb. A respective map and pictures are included within the meeting packet for reference. Ms. Amanda Turnipseed, the Manager of IU Parking Operations, was invited to attend the respective Traffic Commission meeting and given an opportunity to provide additional information.

<b>No parking zones</b> Chapter 15.32 – Parking Controls- Bloomington Municipal Code				
<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Time of Restrict.</b>
Forrest Ave	Tenth St	1st Alley N. of Eleventh St	East	Any Time
Forrest Ave	Thirteenth St	57' N. of 15th St	Both	Any Time

**Recommendations**

Staff recommends adding a no parking zone on the both sides of N. Forrest Ave between E. Cottage Grove Ave and E. 11<sup>th</sup> St. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.





Location Map





**Looking south on N. Forrest Ave, 2015**



**Looking south on N. Forrest Ave, 2018**



**Looking north on N. Forrest Ave, 2018**



**MEMORANDUM**

To: Traffic Commission  
 From: SeyedAmir Kaboli Farshchi, Long Range Planner  
 Date: March 15, 2018  
 Re: Request from City staff to remove a 'no parking zone' on the east side of N. Walnut Grove St between 10th and Cottage grove.

**Background**

N. Walnut Grove Street is a wide one-way street (31 to 32 feet wide) with one lane of traffic and parking is prohibited on the both sides of it based on the Bloomington Municipal Code. On-street parking is possible for one side of the street because of the width. People currently park on the east side of the street although there are some No Parking signs on the East side. Some pictures and a location map are included within the packet for reference.

<b>No parking zones</b> (Chapter 15.32 – Parking Controls- Bloomington Municipal Code)				
<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Time of Restrict.</b>
Walnut Grove	Tenth Street	Seventeenth Street	East/West	Any Time

**Recommendations**

Staff recommends removing No Parking Zone on the east side of N. Walnut Grove St between 10th and Cottage Grove after coordinatation with IU staff. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.





**Location Map**



**Looking north on N. Walnut Grove St, 2015**





**Looking north on N. Walnut Grove St, 2018**



**Looking south on N. Walnut Grove St, 2018**



## **MEMORANDUM**

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To: Traffic Commission  
From: SeyedAmir Kaboli Farshchi, Long Range Planner  
Date: March 16, 2018  
Re: Request from a resident for no parking on N. Martha Street.

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### **Background**

The Planning and Transportation Department received one Traffic Inquiry from the public in January which was discussed in the last Traffic Commission meeting. The complaint was through a U-Report and said people park on both sides of the narrow street (e.g. IU events or neighbors have parties) and often block them in. The Traffic Commission directed staff to collect more information regarding this request.

Staff measured the road width and coordinated with Public Works regarding access issues. The road width ranges from ~18 to ~20 feet wide. This is a dead end street that serves a church and only seven residences. There are no records of any traffic counts, but staff would expect the average daily traffic to be very low. Some pictures and a location map are included within the packet for reference.

### **Recommendations**

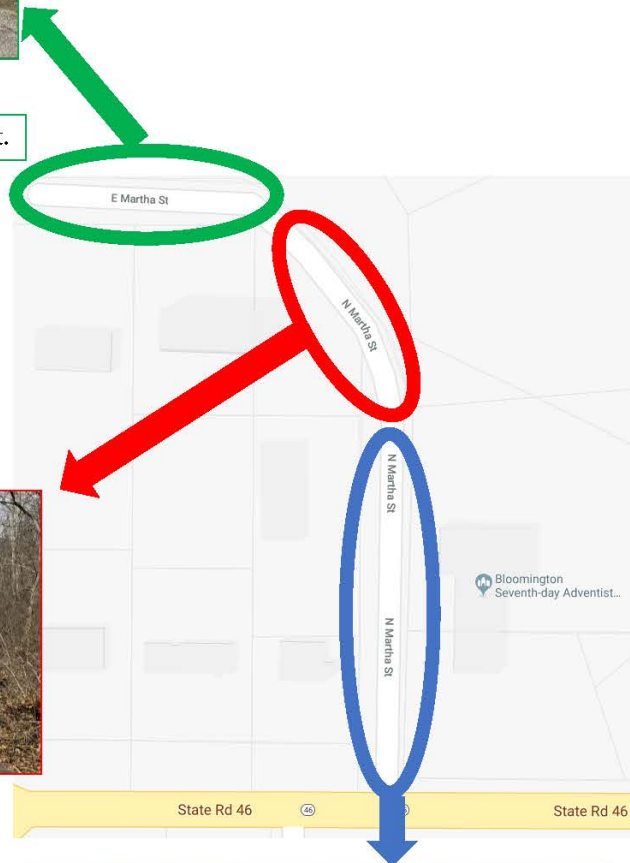
Staff recommends adding No Parking Zone on the south side of the Martha Street after coordination with the Public Works department. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.

Planning and Transportation Department



**Looking west on E Martha St**

The street width is between 18.5 and 20.5 feet.



**Looking north west on E Martha**

The street width is between 19 and 20 feet.



**Looking north on E Martha St**

The street width is between 19 and 20 feet.






By: robinsos  
19 Jan 18

150 0 150 300 450

For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation



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Scale: 1" = 150'