

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
November 20, 2019
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – 06.26.2019
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
 - A. Transportation Determination Form and Process
 - B. Other staff updates
- VI. Old Business
- VII. New Business
 - A. Woodlawn Avenue: Revise On-street parking*
- VIII. Traffic Inquiries
 - A. Olive Street: One-way request
- IX. Requests for future agenda items
 - A. Title 15 Changes
- X. Adjournment

Next meeting – December 18, 2019

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

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812) 349-3429 or e-mail human.rights@bloomington.in.gov.

**BLOOMINGTON TRAFFIC COMMISSION
MINUTES
June 26, 2019
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order: **4:33pm; members present: Sarah Ryterband, Dan Backler, Chris Etter, Joe VanDeventer**
- II. Approval of Minutes – 04.24.2019: **Not at this time due to lack of quorum**
- III. Public Comment: **None**
- IV. Communications from Commission
Sarah Ryterband: shared information about the Monroe County SW Corridor Study and the Bloomington Transit Route Optimization Study
- V. Reports from Staff
 - A. Transportation Plan: **Beth Rosenbarger shared updates on where the Transportation Plan is within the approval process.**
 - B. Neighborhood Traffic Safety Program (NTSP): **Rosenbarger for staff shared that the Transportation and Planning Department wants to revise the NTSP and will be reaching out within the next 6 months with next steps.**
- VI. Old Business
- VII. New Business
- VIII. Traffic Inquiries
 - A. Arden Place and High Street Intersection: **Dan Backler shared the information the department has received in terms of issues at this intersection where people driving vehicles do not stop north/south on High Street.**
Ryterband: question, would an added crosswalk help? Would a sign that says it's state law to stop at a crosswalk help? Can we increase the level of awareness... Could all four sides of crosswalks be market?
VanDeventer: that will be paved in the next 5 weeks... lots of drainage issues to look at.
Ryterband: what was the neighborhood interested in seeing here?
Backler: enforcement, flashing beacons, and more discussion.
Ryterband: Can you look at the speed data along the street?
Etter: maybe it's due to construction and more people using the street.
Other discussion

- B. Stop sign request at E. Cottage Grove and N. Forrest Ave
Liz Carter presented the inquiry for staff, described the complaint about the intersection.
Questions for inquiry: does it help when the sign includes “cross traffic does not stop.”
Check out the sight distance. Consider adding the “cross traffic doesn’t stop.” Just continue looking into it.

IX. Adjournment: **Meeting adjourned at 4:59pm**

Next meeting – July 24, 2019

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

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Transportation General Inquiry and Determination

Inquiry #:

Date:

Name:

Email:

Phone Number:

General Request:

- Stop Sign
- Traffic-calming
- On-street parking review
- Other:

Inquiry:

Location:

Inquiry: (describe the concern, complaint, or request)

Examination and Staff Determination:

Staff examined the inquiry by:

Staff determines:

Staff recommends:

- No further action.
- Staff will incorporate into a general Title 15 update.
- Staff will add to a list of projects.
- Other: _____

If the resident is not satisfied with the determination, you may request a review by the:

Bicycle and Pedestrian Safety, Parking, and/ or Traffic Commission.

Call to schedule an appointment to begin the process.

This inquiry was evaluated by:

Name
Position

digital signature here



MEMORANDUM

To: Traffic Commission
From: Karina Pazos, Engineering Technician
Date: November 13, 2019
Re: Woodlawn Avenue – Revise Current On-Street Parking Configuration to Improve Safety

Background

A complaint was received via uReport on September 30, 2019, regarding the line of sight at the intersection of S. Woodlawn Avenue and E. University Street. At the time, the complaint entailed a citizen's concern about having multiple close calls at this intersection as a motorist driving onto Woodlawn Avenue from University Street, where oncoming southbound bicyclists and motorists on Woodlawn Avenue could not be visible. Parking is allowed (with residential zone restriction) in the vicinity of this intersection on the west side of Woodlawn Avenue, but is restricted north of University Street on the east side of Woodlawn Avenue. University Street is discontinuous at the intersection with Woodlawn Avenue, and an engineering evaluation was performed for both sides of Woodlawn Avenue.

Based on the engineering evaluation and after review of the intersection, the consensus is that restricting parking on the west side of Woodlawn Avenue, just north of University Street, and allowing parking on the east side of Woodlawn Avenue would improve the visibility of oncoming southbound traffic on Woodlawn Avenue while maintaining on-street parking as a traffic calming tool and providing more on-street parking spaces due to the lack of driveways on the east side of Woodlawn Avenue. Minor revisions to the on-street parking just south of University Street on Woodlawn Avenue, such as extending the yellow curb to restrict one to two parking spaces on each side of Woodlawn Avenue, would improve the visibility of oncoming northbound traffic on Woodlawn Avenue.

City staff's proposal would essentially move on-street parking from the west side of Woodlawn Avenue to the east side of Woodlawn Avenue, just north of University Street to 2nd Street. This would allow for each stop-controlled approach to have an unobstructed view in at least one direction (currently some have limited sight distance in both directions). The parking modifications would allow traffic on University Street, when crossing Woodlawn Avenue, to verify that no vehicles are coming from the left and then focus more on looking to the right, past parked cars, as they pull forward into the intersection. The overall number of parking spaces would increase, which is beneficial both to those utilizing the parking and because the on-street parking spaces help to reduce motor vehicle speeds along Woodlawn Avenue.

Recommendation: Staff recommends reconfiguring the existing on-street parking along Woodlawn Avenue by restricting parking on the west side of the street and allowing parking on the east side of the street. If approved, a detailed Title 15 amendment will be prepared once this request is forwarded to the Common Council for their consideration.



E 2nd St

S Woodlawn Ave

- Existing parking
- Restricting sight
- Proposed parking

E University St

E University St

S Woodlawn Ave

Memorandum

To: Members of the Traffic Commission, City of Bloomington, Indiana

From: Stuart D. Yoak, Ph.D.

RE: Request that the north block of Olive Street be designated one way.

Date: November 10, 2019

I am a resident of Bloomington and my home address is 1626 S. Olive Street. I am requesting on behalf of my family and my Olive Street neighbors that the north block of Olive Street be designated as a one-way block.

Description

Olive is a very short street comprised of four blocks:

- Block one begins as a dead end and runs north to an intersection with E. Miller Drive.
- Block two begins at the intersection of Olive and Miller and runs north to an eastbound only intersection with E. Thornton Drive.
- Block three of Olive continues north to a west bound only intersection with E. Thornton.
- Block four runs north to an intersection with E. Hillside Drive where Olive dead ends.

All four blocks of Olive are narrow and two-way traffic is currently permitted going north and south. However, block four is so extremely narrow that for two vehicles to pass one must pull off onto a home owner's driveway or yard in order for the other vehicle to pass.

The Problem

The north, block four section of Olive Street is unsafe. It is unsafe for two cars or trucks passing, it is unsafe for a car and a bicycle passing, and unsafe for a car and a pedestrian passing.

When a car and a truck meet on block four, the vehicle proceeding north must back up past the E. Thornton intersection to permit the vehicle proceeding south to pass.

Pedestrians and bicycles are especially at risk because the north, block four section of Olive Street has no sidewalks. And, because traffic is two-way, pedestrians and bicycles have no way of knowing which direction a car or truck may be approaching.

The Solution

Making the north block of Olive one-way will be much safer for all vehicular, bicycle and pedestrian traffic.

Neighbors along Olive Street have all experienced near misses and complain about the two-way traffic on the north block all the time. I have spoken with many of them and there is unanimous support for making block four one-way.

There also is unanimous support for making block four of Olive a north bound one-way street.

Currently, eastbound traffic on Hillside must stop when an eastbound driver is attempting to onto Olive Street and confronts a northbound vehicle trying to make a westbound turn onto Hillside.

East and west bound traffic pulling off Hillside and proceeding south on Olive:

1. Must slow down to make the narrow turn onto Olive thereby backing-up traffic on Hillside.
2. As vehicles proceed south on block four the road gets increasingly narrow and is uphill.
3. The top of the hill is completely blind making it impossible for a vehicle proceeding south to know if there will be an oncoming northbound car, truck, bicycle or pedestrian coming at them over the top of the hill.

One-way traffic proceeding north bound on block four will be considerably safer. As vehicles, bicycles and pedestrians proceed north the street gets wider as it approaches Hillside Drive and permits much safer entry onto traffic at Hillside.

Thank you for your consideration.

Stuart D. Yoak, Ph.D.
1626 S. Olive Street, Bloomington, IN 47401
Phone: 314-566-9059
Email: sdyoak@iu.edu

North

WEST ————— Hillside Drive ————— EAST

E. Thornton

OLIVE STREET
(Block 4)

(Block 3)

E. Thornton

(Block 2)

MILLER

MILLER

(Block 1)

DEAD
END

South