

# City of Bloomington Common Council

## Legislative Packet

**21 March 2012**

*Please consult the [legislative packet](#) issued in interest of the  
1 February 2012 Common Council meeting for Ordinance 12-04.*

*Please consult the [legislative packet](#) issued in interest of the  
29 February 2012 Common Council meeting for Appropriation Ordinance 12-01.*

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## **Packet Related Material**

**Memo**  
**Agenda**  
**Calendar**

### **Notices and Agendas:**

- **Notice of Meetings and Deadlines** for the Jack Hopkins Social Services Funding Program for 2012

### **Legislation for Second Reading:**

- **App Ord 12-01** To Specially Appropriate from the Parks Land Acquisition Fund Expenditures Not Otherwise Appropriated (Appropriating Funds for the purchase of the Black Lumber Rail Spur)  
*Contact: Mick Renneisen at 349-3700, [renneism@bloomington.in.gov](mailto:renneism@bloomington.in.gov)*

*Please see the [Council Legislative Packet](#) prepared for the 29 February 2012 Regular Session to find the legislation, summary and related materials.*

- **Ord 12-04** To Amend the Bloomington Zoning Maps from Institutional (IN) to Residential Multifamily (RM) - Re: 718 East 8<sup>th</sup> Street (Cheryl Underwood, Petitioner)  
*Contact: Tom Micuda at 349-3423 or [micudat@bloomington.in.gov](mailto:micudat@bloomington.in.gov)*

*Please see the [Council Legislative Packet](#) prepared for the 1 February 2012 Regular Session to find the legislation, summary and related materials.*

### **Legislation and Background Material for First Reading:**

- **Ord 12-06** To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel”: Re: Changing the Name and Focus of Section 2.23.050 from the “Community and Family Resources Commission” to the “Commission on the Status of Children and Youth”  
- Memo to Council from Pete Giordano, Director of the Community and Family Resources Department  
*Contact: Pete Giordano at 349.3559 or [giordanp@bloomington.in.gov](mailto:giordanp@bloomington.in.gov)*

- **Ord 12-07** To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: To Amend Chapter 15.26 Entitled “Neighborhood Traffic Safety Program” to Approve Installation of Traffic Calming Devices in the Prospect Hill Neighborhood (on West Third Street) and to Amend BMC 15.32.090 - Schedule N (Limited Parking ) per 90-Day Order
  - Memo on East 4<sup>th</sup> Street from Justin Wykoff, Manager of Engineering Services
  - Memo on NTSP Request for West 3<sup>rd</sup> Street from Justin Wykoff, Manager of Engineering Services
  - BMC 15.26 (NTSP) with Changes in Schedule J Highlighted
  - IC 9 -21-4-3 (Defining and Authorizing Installation of Traffic Calming Devices by Local Authorities)
  - Engineering Report – West 3<sup>rd</sup> Street Traffic Calming
  - Exhibit A – Landscaping Agreement for 2003 Traffic Calming Project
  - Exhibit B - Application and Signatures for Traffic Calming Devices;
  - Exhibit C – Minutes for 14 December 2009 Bicycle and Pedestrian Safety Commission (BPSC) Meeting;
  - Exhibit D – Minutes for 17 May 2010 BPSC Meeting;
  - Exhibit E – Description of Speed Cushion – Speed Table
  - Exhibit F – Area Map
  - Exhibit G – Agenda for 19 July 2010 BPSC Meeting
  - Exhibit H – Proposed Streetscape (Island/Entrance) on West Side of West 3<sup>rd</sup> and South Rogers
  - Exhibit I – Sample Ballot (Map of Ballot Area is Included in the Body of Report Along with a Description of the Ballot Results);
  - Exhibit J – Neighborhood Traffic Safety Program – Policies and Procedures
  - Exhibit K – Clarification and Responses to Questions (Including Tables on Traffic Speeds and Volume on West 3<sup>rd</sup>, West 4<sup>th</sup>, West Howe, West Kirkwood and West 2<sup>nd</sup>)

*Contact:*

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*Roy Aten at 349-3591 or [atenr@bloomington.in.gov](mailto:atenr@bloomington.in.gov)*

### **Minutes from Regular Session:**

- 3 August 2012

## Memo

### **Two Items for Ready for Final Action and Two Items Ready for Introduction at the Regular Session on Wednesday, March 21st**

There are two ordinances ready for final action and two ordinances ready for introduction at the Regular Session next Wednesday. The two ordinances ready for final action can be found online as indicated in the table of contents (above) and the two ordinances ready to be introduced can be found in this packet and are summarized herein.

#### **Second Item at Regular Session – Ord 12-04 – Motion to Table or Postpone? – May I Inform Presenters that They Need Not be There That Evening?**

The motion to schedule Ord 12-04 (Underwood Rezone) next week was passed in the likelihood that a Motion to Table or Postpone would be offered at that time. The presenters are in the same predicament they were in on March 7<sup>th</sup>. Without knowing the outcome of the motions, they would ordinarily need to attend and be ready to present the matter that evening, should the motion fail. If the Council truly intends not to discuss the matter Wednesday night, then I would like to be able to advise them accordingly. Unless I hear differently from enough of you by Monday, I will remind the President of the situation and ask permission to inform the presenters that they need not be present that night.

### First Readings

#### **Item One -- Ord 12-06 -- To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel”: Re: Changing the Name and Focus of Section 2.23.050 from the “Community and Family Resources Commission” to the “Commission on the Status of Children and Youth”**

**Ord 12-06** shifts the name and focus of the City’s Community and Family Resources Commission (CFRC) from a general, advisory commission to a commission focused specifically on addressing the needs of area youth. Named the *Commission on the Status of Children and Youth*, this proposed re-focused commission seeks to specifically target the needs of area youth and to close a gap in demographics served by City boards and commissions.

The Community and Family Resources Commission was established in 1983 under the name “Human Resources Commission.”<sup>1</sup> At the time the Commission was established, there were only a handful of social service agencies in Bloomington. The Commission was established to help grow the capacity of local social service agencies. While the Commission was renamed “The Community and Family Resources Commission” in 1997, the mission of the group has remained largely unchanged. The charge of the Commission is to put “into effect its program and proposals.” Additionally, the Commission “may make advisory and planning input into all activities of the [Community and Family Resources] department.”<sup>2</sup>

As the number and capacity of social service agencies in the community has grown considerably since the establishment of the Commission, the role of the Commission has become much more undefined and diffuse. Because the City has developed commissions to address issues such as homelessness (Housing Network), women (Commission on Status of Women), Latinos (Commission on Hispanic and Latino Affairs), black males (Commission on the Status of Black Males), the aging/elderly (Commission on Aging), Community and Family Resources Director, Pete Giordano, advises that the generalist role of the Community and Family Resources Commission is not as relevant as it was in the early 1980s. In response, the Commission took a hard look at constituencies not currently served by City boards and commission and decided that they could considerably strengthen their effort and influence by specifically focusing on Bloomington children and youth.

### **Re-Purposed Mission**

The Commission unanimously agreed in the Fall of 2011 to request a change in name and focus. As spelled out in Ord 12-06, the purpose of the new Commission on the Status of Children and Youth “shall be to promote connections in our community which empower, enhance and nurture children and youth. The Commission will access resources and information to make recommendations to people and organizations with authority to create and support systems that encourage healthy development of children and youth.”<sup>3</sup>

As enumerated in Ord 12-06, the goals of the new Commission are to:

- identify and assess needs relating to resources and services provided to area children and youth;

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<sup>1</sup> At that time, the Community and Family Resources Department was called the “Human Resources Department” and the City now refers to as the “Human Resources Department” was called the “Personnel Department.”

<sup>2</sup> BMC §2.23.050 (4) & (2)

<sup>3</sup> Ord 12-06, Section I.

- encourage collaboration between local agencies, schools, business and individuals;
- monitor legislative developments;
- advocate for local, State and federal legislation that will improve the lives of children;
- empower children and youth to reach their full potential;
- report assessments and make recommendations; and
- celebrate successes

### **Powers & Duties**

Under the current code, the powers and duties of the CRFC are two-fold:

1) the general charge to “[put] into effect its program and proposals” and  
 2) to make appointments to the Community Development Block Grant Citizen Advisory Committee (CAC). Under current code, the CRFC makes four appointments to the CAC – two to the Social Services Subcommittee; two the Physical Improvements Committee.

### **Proposed Duties:**

- Because of the Commission’s re-purposed mission focusing on youth, Ord 12-06 reduces the number of appointments the Commission makes to the Community Development Block Grant Citizen Advisory Committee (CAC). According to Giordano, in the past, the CRFC has had difficulty finding people to serve in these capacities. With a narrower focus on youth, the Commission agreed to reduce its appointments to the CAC from four to two – one to serve on the Social Services Subcommittee and one to serve on the Physical Improvements Subcommittee. Giordano advises that the two appointments dropped by the Commission will be made by the administration;
- Gather and distribute information and issue relevant publications & prepare educational programs;
- Apply for grants;
- “Cooperate with any department, division, board, bureau, commission or other agency” to carry out purpose of Commission;
- “Refer people to appropriate governmental units or private organizations as necessary”
- Provide annual report to the Council and Mayor.

## **Membership**

The appointment structure does not change with the revised commission: there will still be nine members, five appointed by the Mayor and four by the Council.

### ***Current Members***

The members of the current Community and Family Resources Commission will continue on as members of the re-named Commission and will be eligible for re-appointment. Giordano points out that many members of the current commission have extensive backgrounds working with children and youth and will be able to launch the re-focused commission with considerable momentum and expertise.

### ***Membership Qualifications***

Qualifications for membership in the new youth-oriented Commission direct that members should include “representatives of agencies that work with children and youth, low-income people and social service providers.” Where practicable, preference will be given to those with experience working with children and youth advocacy groups, direct knowledge of children and youth needs and community resources, and/or knowledge of legislative and policy-making processes.

### ***Terms***

This legislation does not change the terms of membership. The terms of membership are two years, expiring January 31. These terms are guided by the general board and commission terms of BMC §2.08.020(2).<sup>4</sup>

According to the supporting *Memo* submitted by Giordano, this repositioning of the Commission has been extensively discussed by the CFRC members and with Council approval will allow the Commission to “access resources and information to make recommendations to people and organizations with authority to create and support systems that encourage healthy development of children and youth.”

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<sup>4</sup> Unless specified in local Code or State law, these general two-year terms apply.

**Item Two – Ord 12-07 - Amending Chapter 15.26 of the BMC Entitled  
 “Neighborhood Traffic Safety Program” (NTSP) by Authorizing the Installation  
 of Traffic Calming Devices (Speed Cushions)  
 on West 3<sup>rd</sup> Street  
 and by Changing the Limited Parking on East 4<sup>th</sup> Street  
 by the Former Post Office (Per 90-Day Order)**

**Ord 12-07** makes two amendments to Title 15 of the Bloomington Municipal Code (Vehicles and Traffic). The major amendment authorizes the installation of traffic-calming devices (speed cushions) along West 3<sup>rd</sup> Street between Jackson and Buckner at the request of residents along that part of the street. The second, more routine amendment, changes the 15-minute parking by the former Post Office to 2-hour parking and is coming forward now because it is subject to a 90-day order that will expire soon. This summary will start with second change and then finish with the traffic-calming proposal.

**Sections 2 and 3 of Ord 12-07 -Limited Parking by Former Downtown Post Office (Already in Place Under a 90-Day Order)**

Sections 2 and 3 of the ordinance remove almost all of the 15-minute parking on East 4<sup>th</sup> Street between the former Post Office and the First Methodist Church and replace it with 2-hour parking. The days and times for that restriction will also change from Monday through Saturday to Monday through Friday and from a mix of hours from 5:00 a.m. - 5:00 p.m. and 8:00 a.m. - 5:00 p.m. to 8:00 a.m. - 5:00 p.m. Approximately a third of the east end of the north side of the block will remain 15-minute parking during those hours to help with the daycare center operating out of the church.

**Section 1 of Ord 12-07 – Installation of Traffic Calming Devices (Speed Cushions) on West 3<sup>rd</sup> Street Between Jackson and Buckner**

Section 1 of the ordinance authorizes the installation of traffic calming devices on West 3<sup>rd</sup> Street. More specifically, it amends Schedule J-1 found in BMC 15.26 (Neighborhood Traffic Safety Program) to authorize the installation of “speed cushions” between Jackson and Bucker as set forth below and as described in the enclosed Engineering Report:

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Devices</b>
Third Street	Jackson Street	Fairview Street	Speed cushion
Third Street	Fairview Street	Maple Street	Speed cushion
Third Street	Euclid Avenue	Buckner Street	Speed cushions (2)



## Neighborhood Traffic Safety Program (NTSP)

The following paragraphs briefly describe the NTSP policies and procedures and summarize the steps taken in this case. It draws upon materials provided by Public Works and the Engineering Department. These include the memo from Justin Wykoff, Manager of Engineering Services, and an extensive Engineering Report. Please note that the Report includes eleven exhibits. Those exhibits, in turn, include the NTSP Policies and Procedures (Exhibit J) and a Clarification and Responses to Question (Exhibit K).

### NTSP Objectives and Policies

The objectives of the NTSP are to:

- Improve neighborhood livability<sup>5</sup> by mitigating the negative impact of vehicular traffic on residential neighborhoods;
- Promote safe, reasonably-convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, transit riders and residents on neighborhood streets;
- Encourage citizen involvement in all phases of the NTSP activities; and
- Make efficient use of City resources and energy.<sup>6</sup>

With that in mind, the NTSP sets forth seven over-riding policies which:

1. Encourage the vehicular use of higher classification arterials;
2. Employ a combination of education, enforcement, and engineering methods, and plan and design traffic-calming devices that are in keeping with sound engineering and planning practices;
3. Limit the program to local streets as well as neighborhood (i.e. primarily residential) collector streets; on collectors the program should not divert more than 150 cars a day to a parallel local service street;
4. Preserve reasonable access and circulation for emergency and service vehicles;
5. Encourage and enhance the mobility and access of pedestrians and bicyclists within and through neighborhoods and enhance access to transit, while maintaining reasonable access for motorists;

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<sup>5</sup> A livable neighborhood is one where residents feel safe and secure, experience a sense of home and privacy, can interact socially with their neighbors without distraction or threats, and enjoy a sense of community and neighborhood identity. Persons on streets in these neighborhoods should be able to “conveniently, safely and enjoyably walk, bike and take transit.” NTSP – Introduction

<sup>6</sup> NTSP - Objectives

6. Acknowledge that traffic diversion from one local service street to another may result from NTSP projects and allow the Bicycle and Pedestrian Safety Commission (BPSC) and City Engineering staff to determine what is an acceptable level of diversion on a project-by-project basis; and
7. Assure that the Engineering Department, within available resources, implements the program in accordance with NTSP procedures as well as applicable laws and policies.<sup>7</sup>

### Council Action - Irregularities

The ordinance summarizes the process used to bring this proposal forward, finds that the NTSP procedures have been followed, and then codifies and authorizes the installation of these devices. In the event the Council identifies some irregularities in the process, Policy 7 offers guidance on how to judge the severity of those irregularities:

At a minimum, the procedures shall provide for submittal of project proposals, citizen participation in plan development and evaluation; communication of any test results and specific findings to area residents, businesses, emergency services and affected neighborhood organizations before installation of permanent traffic calming devices; and appropriate Common Council review.  
NTSP – Policy 7

Please let me know if you feel that there are irregularities that need to be formally addressed by the Council so that I can offer alternative approaches that address your concerns.

### History

This proposal is unique under the NTSP in a few ways. First, given that the NTSP promotes neighborhood livability, West 3<sup>rd</sup> Street has some interesting history relating to the neighborhood development and traffic. If memory serves, it was the threat of turning West 3<sup>rd</sup> Street into a major east/west thoroughfare many decades ago that galvanized the residents and forged the identity of the Prospect Hill Neighborhood Association.

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<sup>7</sup> NTSP - Policies

More recently, traffic calming devices (in the form of chicanes) were installed in 2004 along the very stretch of West 3<sup>rd</sup> Street being slated for speed cushions today. Soon after, the City also approved “staggered” parking there as well. According to the Engineering Report, the combination of these two initiatives “resulted in reducing speeds and volumes (there) ... to typical values compared to other residential streets with similar classifications.” In addition, the City also implemented what will be a City-wide initiative to lower the speed limits on local streets from 30 mph to 25 mph.

### The Problem

The second unique aspect of this proposal may be summarized in the following question:

What should be done with a street that is designated as local:

- with speeds that are typical for a local street, yet aggravate the residents; but
- that functions as, and has volumes similar to, a local collector (about 1,000 – 1,200 Average Daily Trips [ADA])?

This problem led to staff:

- not being able to identify a problem;
- performing numerous traffic counts; and
- being concerned about diverted traffic.

### Recommendation of Engineering Report (as Clarified)

This history and the nature of the problem led to the third unique aspect of this proposal: the recommendation to the Council for its denial by the Engineering Department. Ordinarily, the Engineering Department is neutral on NTSP proposals. Perhaps because of the interaction with the stakeholders and a revisiting of the facts, one can see an evolution in the reasoning and tone of the recommendation from the Engineering Report Assessment, the Clarification (Exhibit K), and finally the Memo to the Council.

The Assessment says “City Engineering has studied the effects of the new configuration on neighborhood speeds, traffic volumes, vehicle classification, diverted traffic patterns, emergency services and accident history and has determined that the positive aspects ...do not outweigh the negative aspects.”

It then recommends that the street be returned to its initial 2004 configuration until the improvements on West 3<sup>rd</sup> Street and Rogers Street are completed and surmises that improvements on both West Kirkwood and West 2<sup>nd</sup> should also help mitigate the negative effects.

The Clarification (Exhibit K) then makes clear that the diversion of traffic to adjacent streets was “no way near the undesirable amount established by the NTSP for a Collector Street (150 vehicles per day).”

Lastly, the Memo to the Council lays the basis for its recommendation on traffic counts that “have not identified a speeding problem on West 3<sup>rd</sup> Street.”

### **Steps Taken for the West 3<sup>rd</sup> Street Project**

#### **Step One - Application – November 9, 2009**

The NTSP requires that persons or neighborhood associations file an application for traffic-calming devices which is signed by at least 50% of the affected residents and endorsed by a Council member. This effort was initiated in November 2009 by Karen Knight, signed by residents along the street, and endorsed by the district representative, Councilmember Sturbaum. (See Exhibit B)

The application referred to a noticeable increase in traffic volume and aggressiveness on West 3<sup>rd</sup> from Rogers to Walker Street, which “shocked and disturbed” the residents. It went on to say that West 3<sup>rd</sup> had become an inappropriate cut-through” and a hazard to the public.

While recognizing that Wykoff suggested a traffic island at 3<sup>rd</sup> and Rogers, the application favored speed bumps, changing the direction of traffic and the exploration of other remedies.

#### **Step Two - Verify the Petition, Assess the Problem, and Consult with Safety Services – July 2009**

Under Step Two, the Engineering Department collects preliminary information about the conditions in the area, verifies the sufficiency of the petition, and may consult with safety services.

**Speed.** Here, the department conducted a traffic study in 2009 which, in its view, indicated that the changes done five years earlier had adequately dealt with excessive

speeds. That study showed that 85<sup>th</sup> percentile speed<sup>8</sup> was 30 mph and 26 mph in several locations, which was typical of other local streets in the City.

Please note that the emergency services were given an opportunity drive through the test devices in Step 7.

### Step Three - Bicycle and Pedestrian Safety Commission – December 2009

In Step Three, the Bicycle and Pedestrian Safety Commission considers the petition and staff data. In December 2009, despite an Engineering Staff Report indicating that “there was no identifiable speeding problem and that traffic calming was not needed,” the Commission considered this proposal and, “while unsure traffic calming would be effective” at that location, voted unanimously (5-0) to “validate” the petition. Under the guidelines, that vote constitutes “a commitment to do *something* about the problem.” (See Exhibit C for excerpts of minutes for the meeting.)

### Step Four - Public Meeting – Multiple Meetings – January and November 2010

Step Four calls for the Department to bring residents and emergency service providers together to “help exchange ideas, address concerns and discuss possible traffic safety.” In the event the proposal is placed on a neighborhood collector, the NTSP also requires the department to notify a larger area of residents. Here, notification was sent to residences in the project area and all the connecting streets.

Along with staff, petitioner, Councilmember Sturbaum (and, at one meeting, a representative from the Police Department), 15 members of the public attended one meeting and nine at the other.

Differences in perspectives between staff and affected residents were very apparent at these meetings. Staff relayed their findings that traffic speeds were well within the normal range and described different traffic calming methods (which included an entrance island at 3<sup>rd</sup> and Rogers, neighborhood signs, expansion of West 2<sup>nd</sup>, and speed tables). The neighbors relayed concerns about “noise levels, traffic volumes and speeds, diverted traffic onto 4<sup>th</sup> Street and Howe, bicycle issues, (the) Patterson Pointe development, and aggressive driving,” and urged staff to consider the installation of speed humps. In deference to the emergency services, staff offered to consider speed cushions.

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<sup>8</sup> The 85<sup>th</sup> Percentile Speed means the speed of the 85<sup>th</sup> out of a 100 cars, when the speed of each car is ordered from the lowest to the highest.

## Step Five - Preparation of Alternative Designs and Selection of Proposed Plan – Speed Cushions, Curbing on Jackson, and an Entrance Treatment for 3<sup>rd</sup> and Rogers

Step Five calls for the Bicycle and Pedestrian Safety Commission, staff, and any interested residents to evaluate the design proposal(s) according to a set of seven criteria including: overall costs and benefits; effectiveness; access for pedestrians, bicycles and transit; community-wide benefits to bicycles and pedestrians; overall public safety; effects on traffic diversion; and access for emergency and service vehicles.

After noting that this was “a difficult step” because speeds did not appear to be a problem, the Report offered to install speed cushions and curbing on Jackson, and spoke favorably of the planned entrance improvements at 3<sup>rd</sup> and Rogers as part of the Rogers Streetscape plan.

The Report offered Speed Cushions,<sup>9</sup> as opposed to the speed humps urged by the traffic calming proponents, because they are narrow enough for most emergency vehicles to pass over them without riding on the cushion.

Please note that the Report also listed a dozen typical forms of traffic calming devices and rated them according to the above criteria.<sup>10</sup> From that list, it:

- dismissed **stop signs** because they did not meet the necessary warrants and result in motorists disregarding them;
- dismissed **partial diverters/diverters/ cul-de-sacs**<sup>11</sup> because they delay response time for emergency services and may attract an undesirable criminal presence;
- heard that the police would make an effort to increase **enforcement and education** in the area, but were also needed in higher-crime areas; but
- spoke favorably about the installation of the **entrance treatment** at 3<sup>rd</sup> and Rogers that would discourage pass-through traffic.

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<sup>9</sup> See Exhibit E for a description of Speed Cushions – Speed Tables.

<sup>10</sup> Those devices included: police enforcement, speed humps, education, entrance treatments, curb extensions, partial diverters/diverters/cul-de-sacs, chicanes, traffic circles, one-way streets, median barriers, improved arterial streets, and traffic control devices (e.g. prohibitory signing).

<sup>11</sup> Partial diverters are like a right-in/right-out access; diverters would not allow any access.

## Step Six - Project Ballot – February 2011

Step Six requires staff to ballot the directly-affected households and bring the project to the Council only when at least 50% of the households vote in favor of the proposal. If less than 50% vote in favor of the proposal, but at least 60% of those who respond vote in favor of the proposal, then a second round of balloting is conducted for those who did not respond during the first round.

In this case, 57 ballots were distributed, 39 ballots were returned, 18 ballots were *not* returned, and 29 ballots were in favor of the proposal.<sup>12</sup> The 29 ballots in favor met the threshold requirement of at least 50% of all ballots. It also constituted about 74% of the ballots that were returned to the City.

## Step Seven - Testing and Evaluation of Device

Step Seven may take place if the staff chooses to test devices in order to determine their effectiveness. In the event the test devices do not produce adequate outcomes, the proposal may be returned to Step 5 for additional alternatives and another neighborhood ballot.

The installation of the temporary devices began in March of 2011 and the testing ended in October of 2011. In May, at the request of the traffic calming proponents, the speed cushions were relocated and the curbing on Jackson removed. Traffic counts were taken in February, April, June and October 2011.

**Traffic Speeds.** The changes in 2003 lowered the range of 85<sup>th</sup> percentile speeds along these street segments from 28 mph – 33 mph to 23 mph – 27 mph. The changes during the testing period in 2011 dropped those figures a further 1 mph – 7 mph. The Report characterizes the speeds at the beginning of the testing period as normal for a local street and the changes after the testing as minimal.

**Traffic Volume/Traffic Diversion.** The facts on traffic volume and diversion will, no doubt, be contested. The sheer number of traffic counts done here will offer pieces of data for each side of this issue to use and, therefore, risk obscuring rather than clarifying the underlying circumstances. As you will see elsewhere in the material, the tone and conclusions in the Memo to the Council are more moderate than those in the Report.

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<sup>12</sup> While the numbers of unreturned ballots (18) and favorable ballots (29) were not in the Report, I confirmed them with Engineering Staff.

Before discussing the data, I suggest focusing on the policies first, which:

- favor diverting traffic from lower to higher classification roadways
- disfavor diverting traffic from one local street to another; and
- set a limit on the diversion of traffic from a collector street to nearby local streets at 150 cars per day; and
- acknowledge that diversion may occur from one local street to another and let the Bicycle and Pedestrian Safety Commission and staff determine the appropriate level on a project-by-project basis.

With these policies in mind, perhaps the most useful data can be found in the Memo to the Council. It calculates the average amount of traffic diverted from West 3<sup>rd</sup> over all the traffic counts at 91.6 vehicles per day (or 7.3% of the volume on that street).

**Emergency Services.** The materials mention testing and consultation with emergency services and, as elsewhere, take on a more positive tone from the Report to the Council Memo. It appears that the Fire Department's initial concerns about the width of the temporary devices were alleviated when informed that any permanent installations would be narrow enough for their trucks to pass over them rather than riding up and over them. It also appears that the hospital's ambulance service does not use this portion of West 3<sup>rd</sup> when going to and from the hospital. The older style humps had a negative effect on patients and equipment, but the newer style are better. However, even the proposed narrower ones will be too wide for the wheels of the ambulances to avoid them. The police department has taken a neutral position on these devices.

**Accidents.** The Report discusses and includes a chart of 11 accidents that occurred along the ballot area from late 2003 to mid-2011. It appears that the driver contributed to ten of the accidents, traffic calming devices were involved in five accidents, and snow or ice were involved in two accidents. For the five accidents involving traffic calming devices, two involved unsafe speed, one involved driving in the wrong direction (which was the only accident reported during the testing phase for this proposal), and two dealt with a driver running off the road or over-steering on the road.

**Public Comment:** The Report notes that staff received a number of calls during the testing period. These calls were evenly split between those in favor and those opposed to the project. Those in favor largely resided in the balloting area and found the devices promoted a more livable neighborhood as well as a greater sense of



safety. Those opposed largely lived on West Howe and West 4<sup>th</sup> and were concerned about traffic diversion.

### Step Eight - Council Action

The guidelines and City Code require the Council to approve the project before it may be permanently installed. As mentioned above, the ordinance amends Chapter 15.26 of the BMC regarding Neighborhood Traffic Safety Program by adding the realignment and its location to this Schedule J-1.

### Subsequent Steps Nine Through Eleven – Installation, Cost, and Maintenance

In the event the Council acts in favor of the project, the Engineering Department will submit detailed plans and specifications to the Board of Public Works for approval (Step Nine). Then, upon approval, the City will install the devices (Step Ten) at a cost of between \$5,000 - \$10,000 (if bid out). Maintenance, in this case, should not include any landscaping, and will be performed by the City. (Step Eleven) And, after the devices have been installed for six months, the City may choose to reevaluate their effectiveness (Step Twelve).

**NOTICE AND AGENDA  
BLOOMINGTON COMMON COUNCIL REGULAR SESSION  
7:30 P.M., WEDNESDAY, MARCH 21, 2012  
COUNCIL CHAMBERS  
SHOWERS BUILDING, 401 N. MORTON ST.**

**I. ROLL CALL**

**II. AGENDA SUMMATION**

**III. APPROVAL OF MINUTES FOR:** August 3, 2011

**IV. REPORTS** (A maximum of twenty minutes is set aside for each part of this section.)

- 1. Councilmembers**
- 2. The Mayor and City Offices**
- 3. Council Committees**
- 4. Public \***

**V. APPOINTMENTS TO BOARDS AND COMMISSIONS**

**VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS**

1. Appropriation Ordinance 12-01 To Specially Appropriate from the Parks Land Acquisition Fund Expenditures Not Otherwise Appropriated (Appropriating Funds for the Purchase of Black Lumber Rail Spur)

Committee Recommendation: Do Pass 8 - 0 - 0

2. Ordinance 12-04 To Amend the Bloomington Zoning Maps from Institutional (IN) to Residential Multifamily (RM) - Re: 718 East 8<sup>th</sup> Street (Cheryl Underwood, Petitioner)

Legislative History and Anticipated Actions:

Regular Session Action – 1 Feb 2012:

Introduction at First Reading

Motion to Postpone and Establish Schedule for Consideration  
(Adopted)

Regular Session Action – 29 Feb 2012:

Motion to Amend Schedule to Consider at Special Session on 7  
March 2012 (Adopted)

Special Session Action – 7 March 2012:

Motion to Postpone Until 21 March 2012

Regular Session Action – 21 March 2012:

Motion to Table or Postpone (Anticipated)

**VII. LEGISLATION FOR FIRST READING**

1. Ordinance 12-06 To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel” Re: Changing the Name and Focus of Section 2.26.050 from the “Community and Family Resources Commission” to the “Commission on the Status of Children and Youth”

2. Ordinance 12-07 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” – Re: To Amend Chapter 15.26 Entitled “Neighborhood Traffic Safety Program” to Approve Installation of Traffic Calming Devices in the Prospect Hill Neighborhood (on West Third Street) and to Amend BMC 15.32.090 – Schedule N (Limited Parking) per 90-Day Order

**VIII. ADDITIONAL PUBLIC COMMENT \*** (A maximum of twenty-five minutes is set aside for this section.)

**IX. COUNCIL SCHEDULE**

**X. ADJOURNMENT**

\* Members of the public may speak on matters of community concern not listed on the agenda at one of the two *Reports from the Public* opportunities. Citizens may speak at one of these periods, but not both. Speakers are allowed five minutes; this time allotment may be reduced by the presiding officer if numerous people wish to speak.



**City of Bloomington**  
**Office of the Common Council**

To Council Members  
From Council Office  
Re Weekly Calendar – 19-23 March 2012

**Monday, 19 March**

12:00 pm Staff - Council Internal Work Session, McCloskey  
5:30 pm Bicycle & Pedestrian Safety Commission – Work Session, Hooker Room  
7:00 pm *ImagineBloomington* Workshop, Batchelor Middle School, 900 W. Gordon Pike

**Tuesday, 20 March**

11:30 am Plan Commission –Work Session, Kelly  
4:00 pm Board of Public Safety, McCloskey  
5:15 pm Community and Family Resources Commission, Hooker Room  
5:30 pm Animal Control Commission, McCloskey

**Wednesday, 21 March**

9:30 am Tree Commission, Rose Hill, 930 W. 4<sup>th</sup> St.  
2:00 pm Hearing Officer, Kelly  
4:00 pm Arts Commission Grant Workshop, Hooker Room  
4:00 pm Board of Housing Quality Appeals, McCloskey  
5:30 pm Joint Bloomington-Monroe County Deer Task Force, McCloskey  
7:00 pm *ImagineBloomington*, Binford Elementary School, 2300 E. 2nd Street  
7:30 pm Common Council Regular Session, Council Chambers

**Thursday, 22 March**

11:00 am Monroe County Suicide Prevention Coalition – Awareness Committee, Kelly  
11:00 am Monroe County Suicide Prevention Coalition – Training Committee, Hooker Room  
12:00 pm Monroe County Suicide Prevention Coalition, Hooker Room  
4:00 pm Jack Hopkins Social Services Funding Committee, Technical Assistance Meeting, McCloskey  
5:30 pm Board of Zoning Appeals, Council Chambers  
7:00 pm Environmental Commission, McCloskey

**Friday, 23 March**

*No meetings are scheduled for this date.*

*Posted and Distributed: Friday, 16 March 2012*



**City of Bloomington  
Office of the Common Council**

**2012 Jack Hopkins Social Services Funding Committee  
Notice of Meetings and Deadlines**

<b>Action or Meeting</b>	<b>Date, Time, and Place</b>
Council Office Holds Technical Assistance Meeting	Thursday, 22 March 2012, 4p McCloskey Room (#135)
Agencies Submit Proposals (Deadline)	Monday, 09 April 2012 4p, Council Office; 12p if via e-mail
Council Office Distributes Application Packet to Committee Members	Wednesday, 30 April 2012
* Committee Initially Discusses and Eliminates Some Applications	Thursday, 10 May 2012, 5p Council Library (#110)
* Committee Hears Agency Presentations	TUESDAY, 15 MAY, 2012, 5p Council Chambers (#115)
Committee Members Submit Rating of Applications	Wednesday, 23 May 2012, Noon
* Committee Discusses Funding Recommendations at a Pre-Allocation Meeting	Tuesday, 29 May 2012, 5p McCloskey Room (#135)
* Committee Makes Funding Recommendations	Thursday, 31 May 2012, 5p Council Chambers (#115)
Agencies Complete Funding Agreements	Monday, 11 June 2012
* Committee Evaluates the Program	Wednesday, 13 June 2012, 6p Council Library (#110)
Council Office Distributes Legislative Packet	Friday, 15 June 2012
* Common Council Action on the Recommendations	Wednesday, 20 June 2012, 7:30p Council Chambers (#115)
HAND Holds Technical Assistance Meeting	Tuesday, 26 June 2012, 8:30 a.m., McCloskey Room (#135)

*\* These are either meetings of the Committee or Common Council. The other listings are either Committee deadlines or staff meetings and actions.*

*Dated and Posted: Friday, 02 March 2012*

401 N. Morton Street • Bloomington, IN 47404

City Hall

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[council@bloomington.in.gov](mailto:council@bloomington.in.gov)

**ORDINANCE 12-06**

**TO AMEND TITLE 2 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“ADMINISTRATION AND PERSONNEL”**

**Re: Changing the Name and Focus of Section 2.23.050 from the  
“Community and Family Resources Commission” to  
the “Commission on the Status of Children and Youth”**

- WHEREAS, The Bloomington Common Council created what is now called the Community and Family Resources Commission in 1983;
- WHEREAS, Over time, the mission and focus of the group has changed with the changing needs of the community;
- WHEREAS, The City recognizes a pressing and growing need to focus on issues relevant to children and youth;
- WHEREAS, The City wishes to respond to this need by shifting the name and focus of the existing Community and Family Resources Commission to the Commission on the Status of Children and Youth; and
- WHEREAS, Current members of the Community and Family Resources Commission may serve out their terms on the Commission on the State of Children and Youth.

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

SECTION I. Section 2.23.050 of the Bloomington Municipal Code shall be deleted and replaced with the following. The Table of Contents shall reflect the new title of this section.

**2.23.050 – Commission on the Status of Children and Youth**

There is created within the City of Bloomington’s Community and Family Resources Department a Commission on the Status of Children and Youth. The purpose of the Commission shall be to promote connections in our community which empower, enhance and nurture children and youth. The Commission will access resources and information to make recommendations to people and organizations with authority to create and support systems that encourage healthy development of children and youth.

- (1) Aims and goals.
  - (a) Identify and assess needs, resources and services relating to children and youth;
  - (b) Encourage collaboration between local agencies, schools, businesses and individuals;
  - (c) Monitor legislative developments relating to children and youth;
  - (d) Encourage local, State and federal legislation that will improve the lives of children and youth;
  - (e) Empower children and youth to have a stronger voice in our community;
  - (f) Empower children and youth to reach their full potential;
  - (g) Report assessments and make recommendations; and
  - (h) Celebrate successes.
  
- (2) Appointments. The Commission shall consist of nine members, five to be appointed by the Mayor and four by the Common Council.
  
- (3) Qualifications. To the extent possible, members of the Commission should include representatives of agencies that work with children and youth, low-income people and social service providers. To the extent possible, preference will be given to people with experience working with children and youth advocacy groups, direct knowledge of children and youth needs and community resources, and/or knowledge of legislative and policy-making processes.

(4) Procedure. The Commission may adopt and amend rules and regulations to effectuate the purpose of this section and may create procedures deemed necessary for the orderly and equitable compliance with this section. New rules, regulations and guidelines may be adopted by the Commission after a public hearing by a majority of the Commission. The rules and regulations of the commission will be available to the public at the office of the Commission and on the City's website.

(5) Powers and Duties.

- (a) The Commission shall make two appointments to the City's Citizen Advisory Committee (CAC) for Community Development Block Grants. One of the Commission appointments shall serve on the CAC Social Service Subcommittee and one shall serve on the CAC Physical Improvement Subcommittee;
- (b) To gather and distribute information and to issue such publications and educational information as in its judgment will further the purposes and intent of this section;
- (c) To apply for any appropriate grants, appropriations or gifts upon approval of the Community and Family Resources Department director in order to carry out the purposes of this section;
- (d) To cooperate with any department, division, board, bureau, commission or other agency of the government to carry out the purposes of this section.
- (e) To refer people to appropriate governmental units or private organizations as necessary, and
- (f) To report in writing on its activities to the Common Council and the Mayor annually.

(6) Educational programs. The Commission may prepare educational programs to advance and promote the cause of children and youth among various entities and individuals in the City and to further goodwill and cooperation between and among such interested parties.

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

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

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
TIMOTHY MAYER, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
MARK KRUZAN, Mayor  
City of Bloomington

#### SYNOPSIS

This ordinance amends Section 2.23.050 of the Bloomington Municipal Code by changing the name and focus of the “Community and Family Resource Commission” to a youth-oriented commission named the “Commission on the Status of Children and Youth.”



## MEMORANDUM

Date: February 27, 2012

To: Bloomington Common Council Members  
Dan Sherman, Council Attorney

From: Pete Giordano, Director, Community and Family Resources Department

Re: Ordinance Amending Chapter 2.23 of Bloomington Municipal Code

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This memo accompanies Ordinance 12-06 submitted to the Common Council to amend Section 2.23.050 regarding the name and duties of the Community and Family Resources Commission (CFRC). We are requesting Council approval to change the name of the commission to the Bloomington Commission on the Status of Children and Youth (CSYC) and to have the Municipal Code reflect the new name of the commission and describe its mission and activities accordingly.

The Commission has done extensive work in the past few months to reposition itself to focus on issues involving children and youth and direct its activities in the community to address this topic. Specifically, the mission of the Commission on the Status of Children and Youth will be to promote connections in our community which empower, enhance and nurture our children and youth. With Council approval the CSCY will access resources and information to make recommendations to people and organizations with authority to create and support systems that encourage healthy development of children and youth.

This repositioning process has very much been a positive step for this group. The focus on children and youth will allow them to address an important issue in the community, fill a gap in terms of the substantive areas currently being addressed by city commissions, and to function in a fashion similar to the other interest based commissions currently receiving staff support from the Community and Family Resources Department.

Beyond the change of the name and duties of the commission in the Municipal Code to reflect the changed focus of the group, nothing is changing. The commission chair and members will be staying the same, and the supporting relationship with the department will not change. What has changed in the past year as the group has gone through this process is to bring about a reformed city commission with much greater capacity to constructively influence community activity in this area.

**ORDINANCE 12-07**

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“VEHICLES AND TRAFFIC” -**

**Re: To Amend Chapter 15.26 Entitled “Neighborhood Traffic Safety Program”  
to Approve Installation of Traffic Calming Devices in the Prospect Hill Neighborhood  
(on West Third Street) and to Amend BMC 15.32.090 - Schedule N (Limited Parking ) per  
90-Day Order**

WHEREAS, Indiana Code 9-21-4-3 authorizes cities to install traffic calming devices on public streets as long as their design and use conform to generally accepted engineering principles of road design; and

WHEREAS, Ordinance 99-16 established the Neighborhood Traffic Safety Program (NTSP) and set forth Schedule J-1, which identifies the type and location of traffic calming devices within the City; and

WHEREAS, the Prospect Hill Neighborhood Association has petitioned the City for the installation of traffic calming devices on West Third Street; and

WHEREAS, in accordance with the NTSP guidelines and procedures, a proposal favored by the directly affected households and Bicycle and Pedestrian Safety Commission has come forward which recommends the installation of a series of traffic calming devices on West Third Street; and

WHEREAS, the Traffic Commission has recommended certain changes be made in Limited Parking Zones in Title 15 of Bloomington Municipal Code entitled “Vehicles and Traffic” and those changes have temporarily installed under a 90-day order:

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

SECTION 1. The Common Council hereby finds that the Neighborhood Traffic Safety Program procedures have been followed and authorizes the following traffic calming devices at the following locations, and hereby amends Schedule J-1 (Traffic Calming Locations) of Chapter 15.26 of the Bloomington municipal code (Neighborhood Traffic Safety Program) to insert said traffic calming devices and locations in the schedule in alphabetical order:

**SCHEDULE J-1  
TRAFFIC CALMING LOCATIONS**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Devices</b>
Third Street	Jackson Street	Fairview Street	Speed cushion
Third Street	Fairview Street	Maple Street	Speed cushion
Third Street	Euclid Avenue	Buckner Street	Speed cushions (2)

SECTION 2. Section 15.32.090 Schedule N shall be amended to delete the following:

**LIMITED PARKING ZONES**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Limit</b>
Fourth Street	Washington Street	Lincoln Street	North	15 Min. (2)*
Fourth Street	Washington Street	Lincoln Street	South	15 Min. (8)

SECTION 3. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Limit</b>
Fourth Street	Washington Street	Lincoln Street	South	2 Hr. (3)
Fourth Street	Washington Street	196' East of Washington Street	North	2 Hr. (3)
Fourth Street	196' East of Washington Street	Lincoln Street	North	15 Min. (3)

SECTION 4. If any sections, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 5. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
TIMOTHY MAYER, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
MARK KRUZAN, Mayor  
City of Bloomington

SYNOPSIS

This ordinance authorizes the permanent installation of a series of traffic calming devices (speed cushions) on West Third Street and amends Schedule J-1 of the Chapter 15.26 of the Bloomington Municipal Code to list the type and location of these devices. This ordinance also makes changes to limited parking zones section of the Bloomington Municipal Code.

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**INTEROFFICE MEMORANDUM**

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TO: BLOOMINGTON CITY COUNCIL  
FROM: JUSTIN D. WYKOFF, MANAGER OF ENGINEERING  
RE: ORDINANCE 12-07 4<sup>TH</sup> STREET PARKING CHANGES  
DATE: MARCH 15, 2012  
CC: SUSIE JOHNSON, DIRECTOR OF PUBLIC WORKS  
ROY ATEN, ENGINEERING FIELD SPECIALIST

Dear Council Members,

The following is the Engineering Report on the changes to parking on East 4<sup>th</sup> Street between Washington Street and Lincoln Street.

The Traffic Commission met and discussed the request to make parking changes to 200 block of East 4<sup>th</sup> Street following the move of the Bloomington Downtown Post Office. It was discussed that better usage of the parking could be attained by changing the time limited parking spaces from 15 minute to 2 hour. It was also discussed that some 15 minute spaces be kept to assist with the drop off and pick up of children from the First Methodist Church's day care.

If you have any questions regarding these changes, or if I can help in any way please let me know.

Thank you

Sincerely,

Justin Wykoff  
Manager of Engineering  
Engineering Division of Public Works

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## INTEROFFICE MEMORANDUM

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TO: BLOOMINGTON CITY COUNCIL  
FROM: JUSTIN D. WYKOFF, MANAGER OF ENGINEERING  
RE: ORDINANCE 12-07 WEST THIRD STREET TRAFFIC CALMING  
(PROSPECT HILL)  
DATE: MARCH 15, 2012  
CC: SUSIE JOHNSON, DIRECTOR OF PUBLIC WORKS  
ROY ATEN, ENGINEERING FIELD SPECIALIST

Dear Council Members,

The following is the Engineering Report on the Prospect Hill (Third Street) Traffic Calming process following the guidelines as set forth in the Neighborhood Traffic Safety Program (NTSP).

### **Step 1 – Apply to Participate**

On November 5, 2009, the City of Bloomington received a 'Participation Application' for Traffic Calming on West Third Street. This request was signed by resident Karen Knight and sponsored by City Councilman Chris Sturbaum.

### **Step 2 – Engineering Staff Review and Preliminary Data Collection**

In July of 2009 traffic counts were conducted; see attached.

### **Step 3 – Bicycle Pedestrian Safety Commission (BPSC) Review of Engineering Studies and Petitions**

On December 14, 2009, the BPSC reviewed the N.T.S.P. petition along with the traffic counts, which indicated the average 85<sup>th</sup> percentile speed was 24.6 miles per hour. The Engineering Staff Report indicated there was no identifiable speeding problem and that traffic calming was not needed. The BPSC voted in 5-0 in favor of the petition for traffic calming along West Third Street.

### **Step 4 – Public Meeting**

Public meetings were held on Monday, January 25, 2010, and November 18, 2010, to discuss the Neighborhood Traffic Safety Program (NTSP). The meeting was advertised by distributing invitations to all the properties within the project area as well as all of the connecting streets. Represented at the January 25<sup>th</sup> meeting was City Engineering Department, Karen Knight (Petitioner), Chris

Sturbaum (Sponsor) and 15 members of the general public. Represented at the November 18<sup>th</sup> meeting was City Engineering, Karen Knight (petitioner), Chris Sturbaum (Sponsor), Joe Qualters (City Police), and 9 members of the general public. At both meetings City Engineering presented the current findings of the neighborhood study as well as different methods of traffic calming. Some of the methods of traffic calming discussed included a center island at Rogers Street, the planned Rogers Street project, neighborhood signs, 2<sup>nd</sup> Street expansion and speed tables. Some of the concerns presented by the neighborhood included noise levels, traffic volume and speeds, diverted traffic onto 4<sup>th</sup> Street and Howe, bicycle issues, Patterson Point development and aggressive driving. The currently installed traffic calming was discussed and the current speeds on West 3<sup>rd</sup> Street were presented as being within normal levels. Those attending the meeting in favor of the petition asked City Engineering to explore the installation of speed humps onto 3<sup>rd</sup> Street. City Engineering offered to consider the installation of speed cushions, a modified speed hump that allows larger emergency vehicles to straddle the control without losing speed.

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

This is a difficult step for the Engineering Department because we need to identify a problem before we can solve it. Our approach was to identify a means of traffic calming that would be least obtrusive to emergency response vehicles (police, fire, ambulance). The residents had a general request that they wanted speed humps, which are not desirable by emergency response personnel. As traffic calming has evolved over the years, a modified speed hump has been successfully used to mitigate some of the problems for emergency personnel. The speed cushion is designed and placed so that larger emergency vehicles (fire trucks, ambulances) can pass over (straddle) the cushion without their wheels touching it. This device along with the placement of curbing on Jackson Street was identified as desirable traffic calming that the petitioners wanted to see put in place.

### **Step 6 – Project Ballot**

In February of 2011 Project Ballots were mailed to those eligible for voting according to the Neighborhood Traffic Safety Program. The results were 74.36% of balloted residents in favor of the traffic calming.

### **Step 7 – Testing and Evaluation of Traffic Calming Devices**

In order to determine the effect of the traffic calming a testing and evaluation period began in early March of 2011. Shortly after the testing and evaluation began, neighbors who did not believe the speed cushions were in the right location to be effective, contacted us and asked Engineering to relocate the

cushions; which was accomplished. There were also neighbors that believed that curbing located on the southeast corner Jackson and 3<sup>rd</sup> simply eliminated too much parking. We removed the curbing and conducted additional traffic counts. Those counts again demonstrated minimal effect on higher traffic speeds.

Physical driving tests were conducted by the Bloomington Fire Department, and department personnel determined the cushions that were in place (the temporary, pre-cast) were so wide that a Fire Truck could not pass over without hitting the cushion. In order to accommodate the Fire Department's concerns, if approved, the permanent cushion will be narrower; the Fire Chief has stated he is fine with this plan. We talked with the Bloomington Ambulance Service staff, and they did not object to the cushions.

Diversion of traffic to Howe and 4<sup>th</sup> St. have been a concern. Counts indicate that on average 7.3% or 91.6 vehicles have been diverted from W. 3<sup>rd</sup> St. The NTSP does not address diversion of traffic from and to Neighborhood Streets. It does however discuss this in relationship to Collector Streets and then only when the diversion is greater than 150 cars per day.

These facts were presented to the BPSC on February 27th and voted 5-0 to forward the Traffic Calming proposal for West Third Street to the Bloomington City Council for its consideration.

### **Step 8 – Common Council Action**

Pending.

### **Step 9 – Board of Public Works**

If approved by the Council, Board of Public Works will be asked to approve the funding and plans for construction of the traffic calming devices.

### **Step 10 – Construct permanent Traffic Calming Device(s)**

If the Board of Public Works approves the funding and plans for the construction of the traffic calming devices, the permanent traffic calming measures will be constructed.

### **Step 11 – Maintenance**

Maintenance will be the responsibility of the City.

### **Step 12 – Follow-up Evaluation**

The engineering department will do follow-up traffic studies upon completion.

**Recommendation –**

The Engineering Department's traffic counts have not identified a speeding problem on West 3<sup>rd</sup> Street and therefore recommends the Council deny the petition.

If you have any questions regarding the traffic-calming proposal, or if I can help in any way please let me know.

Thank you

Sincerely,

Justin Wykoff  
Manager of Engineering  
Engineering Division of Public Works



## Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

*(Changes are Found on the Second Page and are Prefaced with a “►” and Highlighted in Bold Font)*

### Sections:

[15.26.010 - Definitions.](#)

[15.26.020 - Neighborhood traffic safety program.](#)

[15.26.030 - Utilization of neighborhood traffic safety program locations.](#)

[15.26.040 - Traffic calming locations.](#)

### 15.26.010 - Definitions.

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

"Traffic calming device" has the meaning set forth at Indiana Code 9-21-4-3(a).

(Ord. 99-16 § 2 (part), 1999).

### 15.26.020 - Neighborhood traffic safety program.

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

(Ord. 99-16 § 2 (part), 1999).

### 15.26.030 - Utilization of neighborhood traffic safety program locations.

The city shall follow the policies and procedures set forth in the neighborhood traffic safety program to determine the appropriate location and construction of traffic calming devices and related traffic control devices in neighborhoods.

(Ord. 99-16 § 2 (part), 1999).

### 15.26.040 - Traffic calming locations.

The locations described in Schedule J-1 shall have devices installed for the purpose of neighborhood traffic calming.

(Ord. 00-22 § 2, 2000; Ord. 99-16 § 2 (part), 1999).

### SCHEDULE J-1 TRAFFIC CALMING LOCATIONS

Street	From	To	Type of Device
Arden Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')
Arden Drive, East	Wilton Drive, South	Windsor Drive, South	Speed Table (22')
Azalea Lane, East	Summerwood Court	Erin Court	Speed Hump (14')

Title 15 - VEHICLES AND TRAFFIC  
Chapter 15.26 - NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Azalea Lane, East	Wylie Farm Road	Highland Avenue	Traffic Islands
Cottage Grove Avenue	Adams Street	Summit Street	Street Narrowing
Cottage Grove Avenue	Intersection of Summit Street		Traffic Circle
Covenanter Drive	High Street	College Mall Road	Speed Humps (22')
First Street	Sheridan Drive	High Street	Speed Humps (12')
Glenwood Avenue West	Morningside Drive	Longview Avenue	Speed Humps (14')
Longview Avenue	Glenwood Avenue West	Glenwood Avenue East	Speed Humps (14')
Monroe Street	Tenth Street	Cottage Grove Avenue	Street Narrowing
Morningside Drive	Third Street	Smith Road	Speed Humps (12')
Oxford Drive, South	Thornton Road, East	Arden Drive, East	Speed Table (22')
Seventh Street	Pine Street	Adams Street	Street Narrowing
Seventh Street	Intersection of Pine Street		Traffic Circle
Seventh Street	Intersection of Oak Street		Traffic Circle
Seventh Street	Intersection of Waldron Street		Traffic Circle
Seventh Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Oak Street		Traffic Circle
Sixth Street	West of the intersection at Rogers Street		Street Narrowing
Sixth Street	Intersection at Waldron Street		Traffic Circle
South Mitchell Street	East Southdowns Drive	East Circle Drive	Intersection Re-Alignment
Summit Street	Cottage Grove Avenue	Tenth Street	Street Narrowing
Tenth Street	Adams Street	Monroe Street	Street Narrowing
Third Street	West of the intersection at Rogers Street		Street Narrowing
West Third Street	Jackson Street	Walker Street	Street Narrowing Bump Outs
<b>► Third Street</b>	<b>Jackson Street</b>	<b>Fairview Street</b>	<b>Speed cushion</b>
<b>► Third Street</b>	<b>Fairview Street</b>	<b>Maple Street</b>	<b>Speed cushion</b>
<b>► Third Street</b>	<b>Euclid Avenue</b>	<b>Buckner Street</b>	<b>Speed cushions (2)</b>
Wilton Drive, South	Windsor Drive, East	Northern Intersection	Intersection Re-alignment
Windsor Drive, East	Oxford Drive, South	Wilton Drive, South	Speed Table (22')

(Ord. 07-24 § 1, 2007; Ord. 05-25 § 1, 2005; Ord. 05-14 § 2, 2005; Ord. 03-18 § 2, 2003; Ord. 02-05 § 1, 2002; Ord. 02-04 § 11, 2002). (Ord. No. 09-09, § 1, 6-3-2009; Ord. No. 09-10, § 2, 6-3-2009; Ord. No. 10-04, § 2, 2-3-2010)

### **IC 9-21-4-3**

#### **Local authorities; jurisdiction; duties; traffic calming devices**

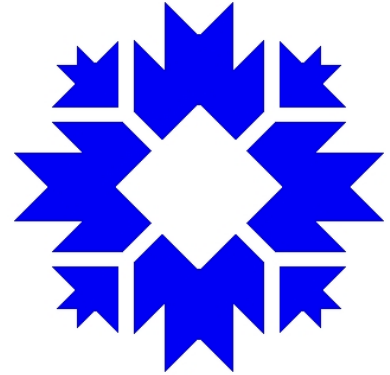
Sec. 3. (a) As used in this section, "traffic calming device" means a device erected to slow traffic on residential streets, including the following:

- (1) traffic circles;
- (2) curb extensions;
- (3) neck downs;
- (4) diagonal diverters;
- (5) truncated diagonal diverters; or
- (6) chicanes.

(b) A local authority shall place and maintain traffic control devices upon highways under the authority's jurisdiction, not including state highways, the authority considers necessary to indicate and to carry out this article or local traffic ordinances or to regulate, warn, or guide traffic. All traffic control devices, except traffic calming devices, erected under this section after June 30, 1939, must conform to the Indiana manual on uniform traffic control devices for streets and highways, ("the state manual") and design specifications. However, the design and use of traffic calming devices shall conform to generally accepted engineering principles of road design, and shall not affect the requirements of the state manual and design specifications as regards any other traffic control device, as used in this chapter.

*As added by P.L.2-1991, SEC.9. Amended by P.L.93-1996, SEC.1.*

City of Bloomington



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**NEIGHBORHOOD TRAFFIC SAFETY PROGRAM  
PROSPECT HILL NEIGHBORHOOD  
WEST THIRD STREET  
ENGINEERING REPORT**

*ENGINEERING DEPARTMENT*



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Date

## **Abstract**

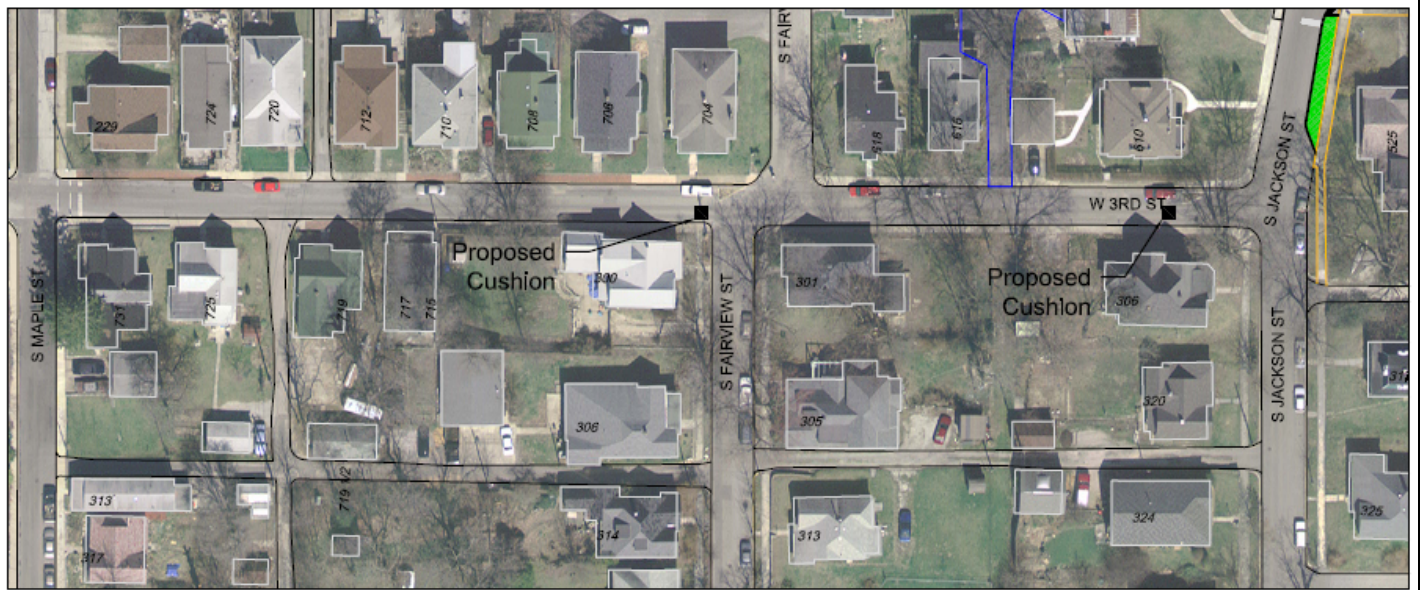
In 2002 the City of Bloomington Engineering Department received an application for participation in the Neighborhood Traffic Safety Program (NTSP) from the residents of the Prospect Hill Neighborhood. The principle street of interest was West 3<sup>rd</sup> Street from South Rogers Street to South Walker Street. Speeds and volume in the area had given the residents along West 3<sup>rd</sup> Street some concern and the completed NTSP process resulted in the installation of two forms of traffic calming along West 3<sup>rd</sup> Street. An Engineering Study and the installation of chicanes and staggered parking resulted in reducing the speeds and volumes along West 3<sup>rd</sup> Street to typical values as compared to other residential streets with similar classifications.

In 2009 the City has received a second application for participation from the Neighborhood to further reduce the speeds and volumes along West 3<sup>rd</sup> Street. City Engineering has reviewed the application and has collected data relative to the petition. In its review, City Engineering has found that the 85<sup>th</sup> percentile speed remains less than 30 mph and volumes have remained relatively unchanged from the 2003 installation to the initial 2009 traffic counts.

Following the Bicycle Pedestrian and Safety Commission recommendations and the input from two public meetings, it was determined that speed cushions and a bump-out along Jackson would be tested. A ballot of the project street was conducted by the City and indicated the necessary public support to continue into testing of the new proposal. Due to negative feedback and data that indicated no change in traffic patterns, the bump-out along South Jackson Street was removed and the positions of the speed cushions were adjusted.

City Engineering has studied the effects of the new configuration on neighborhood speeds, traffic volumes, vehicle classification, diverted traffic patterns, emergency services and accident history and has determined that the positive aspects of the new configuration do not out weigh the negative aspects.

Therefore, City Staff recommends that the street be returned to its initial 2004 configuration until the effects of the improvements at West 3<sup>rd</sup> Street and South Rogers Road are completed. The Rogers Street project has taken into consideration the neighborhood concerns with the addition of new lane configurations and Prospect Hill entrance that should contribute in a positive way to the neighborhood. Furthermore, improvements to both West Kirkwood Avenue and West 2<sup>nd</sup> Street should mitigate the negative effects of both speeds and volumes.



600 and 700 Block West 3rd Street, Between Jackson St and Maple St.



800 and 900 Block West 3rd St, Between Maple St and Buckner St.

## **Assessment**

Over the course of the past several years, some residents in the Prospect Hill Neighborhood have requested to participate in the Cities Neighborhood Traffic Safety Program (NTSP). This assessment will focus on the installed traffic control devices and the current request for additional controls on West 3<sup>rd</sup> Street. The project area is defined as West 3<sup>rd</sup> Street from South Rogers Road to South Walker Street. It consists of one one-way street with parking on one side and a posted speed limit of 25 mph. The street is classified by the Master Thoroughfare Plan as a residential street with a signalized intersection to the East onto a primary arterial. In 2003 chicanes were installed and parking staggered as the result of a previous NTSP request. In 2009 the Neighborhood has again requested additional controls to be installed in order to reduce speeds and discourage cut-through traffic.



## History

**1983-1984** - CDBG to widen Jackson for improved drainage.

**08/10/1994** - Application for traffic calming from Bill Sturbaum. Requested a neck down at 3<sup>rd</sup> and Rogers.

**10/15/2001** - Traffic counts.

**07/11/2001** - Traffic counts.

**05/24/2002** - NTSP application submitted and endorsed by Council member Patricia Cole.

**07/19/2002** - BPSC votes in favor of advancing the petition.

**09/09/2002** - Presentation at neighborhood meeting.

**10/15/2002** - Public meeting with 19 residents.

**April - May 2003** – Neighborhood ballot indicates 61.4% of returned ballots are in favor of Chicanes.

**08/06/2003** - Ordinance 03-18 – City Council passes NTSP Chicanes.

*Prior to taking action on Ord 3-18, Patricia Cole offered Amendment #1:  
which authorized the installation of traffic calming devices two blocks further east than originally proposed  
in the ordinance (to Jackson) without requiring a second balloting of the directly affected households.*

*Mike Diekhoff, Andy Ruff, Tony Pizzo, Chris Gaal, Dave Rollo, Patricia Cole, David Sabbagh, Tim Mayer  
all voted Aye.*

*Jason Banach was not in the room during the vote*

*Ord 3-18 as amended was passed on August 6, 2003 8-0*

*Mike Diekhoff, Andy Ruff, Tony Pizzo, Chris Gaal, Dave Rollo, Patricia Cole, David Sabbagh, Tim Mayer all voted Aye.*

*Jason Banach was absent --*

**Fall 2003** – Parking on W 3<sup>rd</sup> Street is shifted to current staggered configuration.

**11/17/2003** – Installation of Chicanes on W 3<sup>rd</sup> Street.

\$10,120.00.

**06/30/2004** - BPW Resolution 2004-28, Traffic calming and Neighborhood Association maintains plantings in islands. See Appendix

**06/21/2004** – Installation of bump outs next to staggered parking,

\$4,790.00.

**08/03/2004** - \$1,728.10 landscaping for W 3<sup>rd</sup> St.

**11/15/2004** - Traffic counts.



**05/14/2009** – Petition, neighborhood request to Police Department for increased monitoring.  
**07/06/2009** - Traffic counts.  
**11/05/2009** - NTSP application submitted and endorsed by Council member Chris Sturbaum. See Appendix.  
**Fall 2009** - Traffic counts.  
**12/14/2009** - BPSC votes 5-0-0 in favor of vindicating the petition.  
**01/25/2010** - Public meeting.  
**03/02/2010** - Traffic counts.  
**05/06/2010** - \$8,323.49, test cushions for W 3<sup>rd</sup> St.  
**07/07/2010** - Traffic counts.  
**11/18/2010** - Public meeting.  
**02/14/2011** - Ballots received.  
**02/18/2011** - Traffic counts.  
Install cushions and bump-out.  
**04/05/2011** - traffic counts.  
Remove bump-outs and adjusted cushions to new locations.  
**06/13/2011** - Traffic Counts.  
**10/03/2011** – Traffic Counts. Recount for returning IU Students.  
**02/27/2012** - BPSC.

## **Process**

The Neighborhood Traffic Safety Program (NTSP) offers a mechanism for groups to work with the City to make decisions about how traffic safety techniques might be used to manage traffic in their neighborhood. This section offers a detailed description of the steps involved in participating in the program from the initial application for involvement, to developing a traffic safety plan, to installing one or more traffic calming devices, to a follow-up evaluation of the plan's success.

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

The following is an account of the steps for the 2009 application for traffic calming in the Prospect Hill neighborhood.

Step: 1 – Apply to Participate

The City of Bloomington Engineering Department received a ‘participant application’ for traffic calming from Karen Knight on behalf of the Prospect Hill Neighborhood on November 5, 2009. The request was sponsored by Councilmember Chris Sturbaum. The application was accompanied by the required signed petition. With a total of 57 homes on the project street, the petition contained 40 signatures or 70.2% of the properties, well above the required 51% participation threshold required to advance the request.

The application provided the following description of the problem;

*“We are asking for modification of the traffic problems we are experiencing on W 3<sup>rd</sup> St from Rogers to Walker. The traffic volume and driver aggressiveness has noticeable increased and we are shocked and disturbed by the change. Our core street has become an inappropriate cut through, a hazard to the public exist.”*

Furthermore, the application offered the following Suggestions;

*“Justin Wyckoff has suggested a traffic island at the beginning of the neighborhood. Neighbors have recommended speed bumps or changing the direction of the road at certain points. We will continue to research other options.”*

Step: 2 – Engineering Staff Review and Preliminary Data Collection

The City of Bloomington Engineering Department completed traffic counts prior to the receipt of the application from petitioners regarding where they felt problems still existed following the installation of traffic calming in 2001. In early 2009, Engineering was contacted by Karen Knight and Susan Park regarding problems they felt existed with traffic aggression and speeding which resulted in traffic counts to determine the validity of their concern. Traffic counts did not indicate a problem as the 85<sup>th</sup> percentile speed was less than 30mph (26mph in several locations). These speeds are within typical norms as compared with other City streets of similar classification and volumes.

Step: 3 – Bicycle and Pedestrian Safety Commission Review of Engineering Studies and Petitions

The Bicycle and Pedestrian Safety Commission review of the studies and petition resulted in an approval at their December 14, 2009 meeting. The Engineering Department presented the petition and a summarized update on the traffic calming that has been installed in the preceding years. The summary included the findings of current traffic counts that indicated the Chicanes have reduced the initial higher speeds to normal levels. Karen Knight (petitioner) was present at the meeting and indicated that the drivers have become more aggressive since the installation of the Chicanes. The Commission was unsure if more traffic calming would be effective but voted 5-0-0 to validate the petition and advance it to the next level (appendix C, pg 26).

#### Step: 4 – Public Meeting

Public meetings were held on Monday, January 25, 2010 and November 18, 2010 to discuss the Neighborhood Traffic Safety Program (NTSP). The meeting was advertised by distributing invitations to all the properties within the project area as well as all of the connecting streets. Represented at the January 25<sup>th</sup> meeting was City Engineering Department, Karen Knight (Petitioner), Chris Sturbaum (Sponsor) and 15 members of the general public. Represented at the November 18<sup>th</sup> meeting was City Engineering, Karen Knight (petitioner), Chris Sturbaum (Sponsor), Joe Qualters (City Police), and 9 members of the general public. At both meeting City Engineering presented the current findings of the neighborhood study as well as different methods of traffic calming. Some of the methods of traffic calming discussed included a center island at Rogers Street, the planned Rogers Street project, neighborhood signs, 2<sup>nd</sup> Street expansion and speed tables. Some of the concerns presented by the neighborhood included noise levels, traffic volume and speeds, diverted traffic onto 4<sup>th</sup> Street and Howe, bicycle issues, Patterson Point development and aggressive driving. The currently installed traffic calming was discussed and the current speeds on West 3<sup>rd</sup> Street were presented as being within normal levels. A majority of the Public that attended the meeting was in favor of the installation of speed humps onto 3<sup>rd</sup> Street. City Engineering offered to consider the installation of speed cushions, a modified speed hump that allows larger emergency vehicles to straddle the control without losing speed.

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

This is a difficult step for the Engineering Department because we need to identify a problem before we can solve it. When a neighborhood is convinced they need traffic calming while traffic studies do not indicate a problem, it is difficult to make recommendations for a solution. Our approach was to identify a means of traffic calming that would be least obtrusive to emergency response vehicles (police, fire, ambulance). The neighbors had a general request that they wanted speed humps, which are not desirable by emergency response personnel. As traffic calming has evolved over the years, a modified speed



hump has been successfully used to mitigate some of the problems for emergency personnel. The speed cushion is designed and placed so that larger emergency vehicles (fire trucks, ambulances) can pass over (straddle) the cushion without their wheels touching it. This device along with the placement of curbing on Jackson Street was identified as desirable traffic calming that the neighborhood wanted to see put in place.

#### Step: 6 – Project Ballot

In February of 2011 Project Ballots were mailed to those eligible for voting according to the Neighborhood Traffic Safety Program. These included residents along the project street that must use the street as their primary access (fig 4). The results were 74.36% of balloted residents in favor of the traffic calming.

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

In order to determine the effect of the traffic calming a testing and evaluation period began in early March of 2011. Shortly after the testing and evaluation began, we were contacted by neighbors at issue with the location of the speed cushions in several locations, and additionally with the placement of curbing along Jackson Street. Our intention was to allow a minimum of 30 days for traffic to become accustomed to the changes, and then perform traffic counts to provide for improved accuracy of the result of the traffic calming.

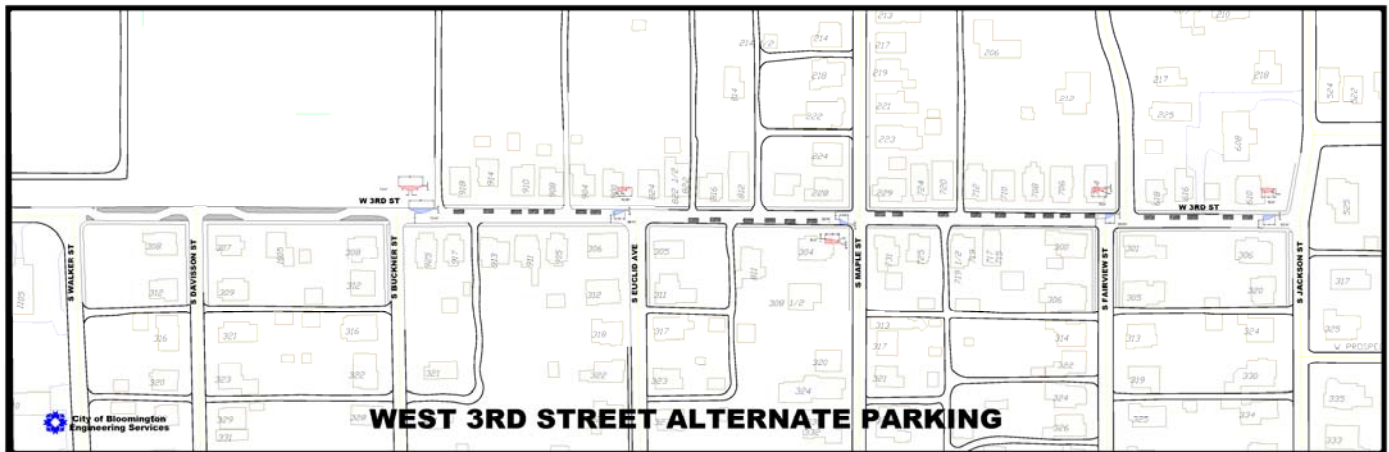
This schedule led to April of 2011 with the first round of testing as originally proposed. The Traffic Calming was modified in May of 2011 to not include the curbs on Jackson Street and to make location adjustments to the speed cushions. With Indiana University out for the summer delayed performing the follow-up traffic study to the fall of 2011. Due to existing workloads (Arterial Traffic Studies for Speed Limits) we completed the traffic counts for the Third Street Traffic Calming in October of 2011.

The final portion of step 7 is the determination of the Bicycle Pedestrian Safety Commission that the initial design criteria have been met. A scheduled hearing for the Commission is scheduled on February 27<sup>th</sup>, 2012.

## Design Considerations / Methodology

### Currently installed traffic calming measures.

In 2003 the Neighborhood and the City worked together for the successful completion of the NTSP request. The petitioner requested studies to address excessive speeds and volumes along 3<sup>rd</sup> Street. This petition resulted in the installation of chicanes, a horizontal deflection traffic control device, along W 3<sup>rd</sup> Street from S Walker St to S Buckner St. Additionally, staggered parking zones from S Buckner St to S Jackson St were created. Speeds along the street were reduced by 8 mph to 9 mph and brought in line with typical values for neighborhood streets.



DEVICES	SAFETY	SPEED REDUCTION	PEDESTRIAN BICYCLISTS ACCESS	TRAFFIC DIVERSION	NOISE	EXHAUST EMISSIONS	EMERGENCY SERVICES	ACCEPTABLE FOR TRAFFIC MANAGEMENT
Police Enforcement	Improvement	Depends on Amount	Possible Improvement	No Effect	No Effect	No Effect	Diminished Resources	Yes
Speed Humps	Unknown	Yes	Mixed Results	Possible	Increase	Small Increase	Reduced Response	Yes
Education	Possible Improvement	Possible	Possible Improvement	N.A.	N.A.	N.A.	No Effect	Yes
Entrance Treatments	Possible Improvement	Unlikely	Possible Improvement	Mixed Results	No Effect	No Effect	Possible Problem	Yes
Curb Extensions	Improve Ped. Crossing	Unlikely	Yes	No Effect	No Effect	No Effect	Possible Problem	Yes
Partial diverters/ Diverters/Cul-de-Sac	Possible Improvement	Possible	Possible	Yes	Possible Reduction	No Effect	Possible Problem	Possible
Chicanes	Possible Improvement	Possible	Possible	Possible	No Effect	Small Increase	Possible Problem	Yes
Traffic Circles	Improved	Yes	Possible	Possible	No Effect	No Effect	Possible Problem	Yes
One-way Streets	Possible Improvement	No	Mixed Results	Possible	No Effect	No Effect	Possible Problem	Yes
Median Barrier	Possible Improvement	No	Mixed Results	Possible	No Effect	No Effect	Possible Problem	Yes
Improve Arterial Streets	Possible Improvement	Unlikely	Possible Improvement	Possible Improvement	Possible Improvement	Possible Decrease	No Effect	Limited
Traffic Control Devices: e.g. Prohibitory Signing	Possible Improvement	Unlikely	Possible Improvement	Yes	Possible Improvement	No Effect	No Effect	Possible
Traffic Control Devices: e.g. Prohibitory Signing	Possible Improvement	Unlikely	Possible Improvement	Yes	Possible Improvement	No Effect	No Effect	Possible

**Figure 1, Types of traffic calming.**

Street Classification.

West 3<sup>rd</sup> Street has been designated by the Growth Policies Plan (GPP) as a residential or local service street. However, a closer look at the function of the street has revealed that it is currently behaving more as a Neighborhood Collector Street. A neighborhood collector classification better represents the streets function as a connecting street from other areas in the neighborhood to major connection points on nearby arterials. The traffic volumes for West 3<sup>rd</sup> Street are nearly identical to other City collectors, for example North Lincoln Street and East Covenanter Drive. The neighborhood collector classification was further reinforced by neighborhood feedback that indicated that residents were changing their routes to use 4<sup>th</sup> Street and Howe to access their homes. Though it is favorable to reroute traffic to higher classification roadways it is unfavorable to promote any changes in a neighborhood that redirects local residents to other neighborhood streets. However, due to the limitations set forth in the NTSP and the current designation as a neighbor service street in the GPP, balloting for the project was limited to only those properties that must use the project street as their primary access.

## Traffic Speeds

Initial 2001 85<sup>th</sup> percentile speeds in the project area, prior to the installation of any traffic calming, ranged from 28 MPH to 33 MPH. With the addition of the chicanes and parking configuration the 85<sup>th</sup> percentile speed was reduced to a range of 23 mph to 27 mph. These values are consistent with other neighborhood streets throughout the City (fig 3). As expected, traffic speeds were reduced after the installation of the traffic cushions by 1 mph to 7 mph. Final speeds on the project segment from S Rogers St to S Fairview St showed the smallest reduction of no more than 3 mph. The segment from S Fairview St to S Davison St showed the greatest reductions, ranging from 3 mph to 7 mph.

Street	<b>Percent of Vehicles by speed</b>													
	Before and After installation of cushions													
	1 - 15 mph		16 - 20 mph		21 - 25 mph		26 - 30 mph		31 - 35 mph		36 - 40 mph		> 41 mph	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
S Buckner St to S Davison St	4.8%	26.2%	31.3%	61.3%	50.9%	11.0%	11.5%	1.2%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Change	21.4%		30.0%		-39.9%		-10.3%		-1.1%		-0.1%		0.0%	
S Maple St to S Euclid Ave	4.8%	8.5%	20.8%	35.9%	55.0%	46.9%	17.8%	7.9%	1.5%	0.8%	0.1%	0.0%	0.0%	0.0%
Change	3.7%		15.1%		-8.1%		-9.9%		-0.7%		-0.1%		0.0%	
S Fairview St to S Maple St	6.6%	42.6%	27.6%	49.1%	46.9%	7.3%	16.5%	0.8%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%
Change	36.0%		21.5%		-39.6%		-15.7%		-2.0%		-0.1%		0.0%	
S. Jackson St to S. Fairview St	10.2%	38.1%	63.7%	52.0%	25.1%	9.4%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Change	27.9%		-11.7%		-15.7%		-0.7%		0.0%		0.0%		0.0%	
Average	6.6%	28.9%	35.9%	49.6%	44.5%	18.7%	11.7%	2.6%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%
	22.3%		13.7%		-25.8%		-9.2%		-1.0%		-0.1%		0.0%	

Note: On average, 98.7% of drivers were below 30 MPH prior to installation of speed cushions. After the installation of speed cushions, that number has dropped to 99.7%. The effective range of the speed cushions is 20 MPH, with a major impact being seen by vehicles traveling between 21 and 30 mph.

Figure 2A, Percent of Vehicles by speed



Street	Start Date	S Rogers St to S Jackson St		Jackson, 3rd to 3rd		S. Jackson St to S. Fairview St	
		85th %	ADT	85th %	ADT	85th %	ADT
W. 3rd St.	10/15/2001						
	7/11/2001						
	11/15/2004						
	7/6/2009						
		No configuration change		No changes		Shift Parking	
	Fall 2009					26 mph	1242
	3/2/2010	25 mph	1384				
	7/7/2010	24 mph	1403				
	2/18/2011	25 mph	1340	19 mph	1396	23 mph	1226
		No configuration change		Bump-out		Cushion mid-block	
	4/5/2011	28 mph	1490	18 mph	1392	19 mph	1203
		No configuration change		remove bump-out		Cushion moved East	
6/13/2011	25 mph	1328	18 mph	1364	20 mph	1091	
10/3/2011	24 mph	1202		No Data	18 mph	938	
Change from 2/18/2011 to 6/13/2011		0 mph	-12	1 mph	-32	3 mph	-135
Percent change			-0.9%	5.3%	-2.3%	13.0%	-11.0%

STOP SIGN

Figure 2B, Traffic Counts, Rogers to Fairview.

	S Fairview St to S Maple St		S Maple St to S Euclid Ave		S Euclid Ave to S Buckner St		S Buckner St to S Davison St		
	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	
STOP SIGN			28 mph	1002			33 mph	984	
							29 mph	1177	
			28 mph	1029			27 mph	1032	
			20 mph	1206	29 mph	1200	25 mph	1165	
		Shift Parking		Shift Parking		Shift Parking		Chicanes	
			19 mph	1172	29 mph	1114	25 mph	1138	
		27 mph	1239						
		28 mph	1201						
		27 mph	1260	27 mph	1242		25 mph	1217	
		Cushion mid-block		Cushion mid-block		Cushion mid-block		No configuration change	
		18 mph	1248	21 mph	1224		25 mph	1206	
		Cushion moved East		Cushion moved West		Cushion moved West		No configuration change	
		20 mph	1119	24 mph	1104			Low Battery	
		18 mph	974	24 mph	954		19 mph	950	
	7 mph	-141	3 mph	-138	No Data	No Data	No Data	No Data	
	25.9%	-11.2%	11.1%	-11.1%	No Data	No Data	No Data	No Data	

Figure 2C, Traffic Counts, Fairview to Davison

A standard measure of traffic speeds is the 85<sup>th</sup> percentile speed. This value has been established as a sound engineering design parameter and takes into account the majority of driver's behaviors. The typical value for streets with similar volumes and characteristics as West 3<sup>rd</sup> Street is an 85<sup>th</sup> percentile speed of 20 to 30 MPH. Prior to any traffic calming on West 3<sup>rd</sup>, pre 2003, the typical speeds were in excess of desired speeds. The

installation of the chicanes combined with the lowering of the speed limit and staggering of the parking has generated an 85<sup>th</sup> percentile speed of 23 mph to 27 mph, depending on the segment. This value is well within the values that are seen on similar streets within the City.

Initial 2001 85<sup>th</sup> percentile speeds in the project area, prior to the installation of any traffic calming, ranged from 28 MPH to 33 MPH. With the addition of the chicanes and parking configuration the 85<sup>th</sup> percentile speed was reduced to a range of 23 mph to 27 mph. These values are consistent with other neighborhood streets throughout the City (fig 3). As expected, traffic speeds were reduced after the installation of the traffic cushions by 1 mph to 7 mph. Final speeds on the project segment from S Rogers St to S Fairview St showed the smallest reduction of no more than 3 mph. The segment from S Fairview St to S Davison St showed the greatest reductions, ranging from 3 mph to 7 mph.

Street Name	Location	Date	ADT	85th Percentile
W 3rd St	From S. Jackson St. to S. Fairview St.	2/18/2011	1226	23
W 7th St	Waldron - East	1/16/2008	1126	24
E Blue Ridge Dr	From N. Walnut St. to N. Blue Slopes Dr.	6/1/2011	990	24
E Grimes Ln	West of Woodlawn	11/30/2005	1156	25
S Fess Ave	From E. Hunter Ave. to E. Atwater Ave.	3/25/2009	1020	26
W 3rd St	From S. Maple St. to S. Fairview St.	2/16/2011	1260	27
W 7th St	From N. Pine St. to N. Oak St.	10/29/2008	1106	28
N Willis Dr	From W. Westfield Rd. to W. Ridge Rd.	8/23/2010	1257	28
E Covenanter Dr *	From S. Pickwick Pl. to S. Nota Dr.	8/3/2010	1170	29
E 7th St	From N. Bryan Ave. to N. Jefferson St.	4/19/2011	2052	29
W 15th St	E. of Woodburn	2/8/2006	855	30
E Covenanter Dr *	From S. Nota Dr. to E. Woodbine Ave.	3/9/2011	941	30
E Heather Dr	West of Pepperchase	9/6/2005	1112	31
S Meadowbrook Dr	From S. Reisner Rd. to E. Cameron Ave.	2/2/2010	108	33
E Hagan St	From S. Smith Rd. to S. Park Ridge Rd.	6/9/2010	1049	34
S Mitchell St	From E. Southdowns Dr. to E. Maxwell Ln.	4/21/2009	1006	35

\* Covenanter is classified as a collector.

Figure 3, Comparison of 85th percentile.

### Traffic Volumes

Traffic volumes in the West 3<sup>rd</sup> Street project area are slightly larger than most typical residential streets. This is a leading indication that some cut through traffic may exist. The difficulty of a traffic safety program is to find a solution that does not redirect traffic to neighboring roads of equal or less classification. An ideal solution would be to have any diverting traffic use higher order roads, in this case West 2<sup>nd</sup> Street or Kirkwood Ave. In order to

monitor these affects of the calming devices, counts were conducted on neighboring street. As expected, the installation of speed cushions reduced the traffic volumes on the project street. The counts indicate an 11% reduction in traffic on 3<sup>rd</sup> St from S Jackson St to S Euclid. Consequently, an increase in traffic volume has been counted on the neighboring residential and arterial streets (Fig 2). The NTSP sets a threshold of 150 Vehicles per day increase on any adjacent neighborhood streets as a limiting warrant for traffic calming. The largest increase on a neighboring local street was seen on W 4<sup>th</sup> Street that experienced an increase of 148 vehicles or 26.3 %. W Howe Street experienced a smaller increase of 128 vehicles but a larger increase in impact with a 31.1% increase in traffic volume. Positive traffic diversion was experienced on both W 2<sup>nd</sup> Street and W Kirkwood Ave, with an average increase of 8.8%. It is important to note that some limitations exist in the traffic counts and that these percentages are subject to change from day to day. As a baseline, the combined volumes of W 2<sup>nd</sup> Street and W Kirkwood Ave were monitored. These volumes can change from day to day by up to 6 % and thus a +/- 6 % should be considered when comparing traffic volumes across any time frame. However, even with an error factor applied to the counts, a noticeable increase in both positive and negative traffic diversion has been observed.

Though there were a few incidences of excessive speeds recorded in the data prior to the installation of the speed cushions, there were not enough events to indicate an atypical pattern of aggressive driving. Comments from area residents indicated that after the installation of the cushions, there was a period of aggressive driving in response to the new traffic calming. As is typically observed, these incidences diminish as drivers become accustomed to the devices.

The majority of the traffic on West 3<sup>rd</sup> Street was classified as non-industrial and thus no noise studies were conducted for this evaluation.

Cut through traffic and exclusive use of the streets.

One of the concerns presented by the Neighborhood was that noise levels were too high. The classification data gathered in the neighborhood indicated a typical spread with a majority of passenger cars and trucks and an occasional larger vehicle, 3 axels or more. Noise levels on 3<sup>rd</sup> street were not observed to be higher than the typical values for a residential street. After the addition of the speed cushions, an anticipated increase in noise was observed as vehicles would brake and accelerate between the devices.

W. 4th St.	Start Date	S Rogers to S Jackson		S Jackson to S Fairview		S Fairview to S Maple		S Maple to S Waldron	
		85th %	ADT	85th %	ADT	85th %	ADT	85th%	ADT
	7/29/1996						765		
	3/2/2010	28 mph	838						
	7/7/2010	27 mph	950						
	1/12/2011								
	2/18/2011			29 mph	562		448		318
	2/28/2012	Installation of traffic control on 3rd Street							
	4/5/2011			29 mph	655				
	4/27/2012	Reconfiguration of traffic control on 3rd Street							
	6/13/2011			28 mph	710				
	10/3/2011			27 mph	638				
	10/10/2011	24 mph	823						
Change from 2/18/2011 to 6/13/2011		No Data	No Data	1 mph	148	No Data	No Data		
Percent change		No Data	No Data	5.3%	26.3%	No Data	No Data		

W Howe St	Start Date	S. Fairview St. to S. Rogers St.	
		85th %	ADT
	3/2/2010	26 mph	466
	7/7/2010	29 mph	514
	2/18/2011	30 mph	412
	Installation of traffic control on 3rd Street		
	4/5/2011	29 mph	651
	Reconfiguration of traffic control on 3rd Street		
	6/13/2011	28 mph	540
	10/3/2011	27 mph	474

Change from 2/18/2011 to 6/13 2011	1 mph	128
Percent change	No Data	31.1%

Figure 4, Traffic Counts, Howe and 4th St

W Kirkwood Ave	Start Date	S. Fairview St. to N Jackson St		Start Date	S. Maple St to S. Rogers St.		Total ADT Parallel Arterials	
		85th %	ADT		85th %	ADT		
	3/2/2010	34 mph	10900	3/2/2010	36 mph	16421	27321	
	2/16/2011	34 mph	9967	2/16/2011	38 mph	14742	24709	
	Installation of traffic control on 3rd Street			Installation of traffic control on 3rd Street				
	4/5/2011	34 mph	11338	4/5/2011	35 mph	16805	27943	
	Reconfiguration of traffic control on 3rd Street			Reconfiguration of traffic control on 3rd Street				
	6/13/2011	32 mph	10688	6/13/2011	36 mph	16206	26894	
	10/3/2011	32 mph	11803	10/3/2011	34 mph	14438	26241	
Change from 2/18/2011 to 6/13/2011		2 mph	721	Change from 2/18/2011 to 6/13 2011		2 mph	1464	2185
Percent change		5.9%	7.2%	Percent change		5.3%	9.9%	8.8%

Figure 5 Traffic Counts, Kirkwood and 2nd

Other Design options

- Installation of Stop Signs – The required warrants for additional stop signs along W 3<sup>rd</sup> Street were not met. Furthermore, it has been shown that the addition of unwarranted signs tend to decrease public safety.
- Entrance Treatments – As part of the South Rogers Streetscape project it is proposed to reconstruct the intersection of South Rogers Street and West 3<sup>rd</sup> Street. The exclusive straight lane will be eliminated for Westbound 3<sup>rd</sup> Street and new curbs and islands will be constructed to discourage pass-through traffic.
- Police Enforcement and Education – Police have been notified of the petition and have been present at the public meetings. They have indicated that they will make an effort to increase a presence in the area but that resources are tight and most Officers are being directed to higher crime areas.
- Partial diverters, Diverters and Cul-de-Sacs – Due to emergency services, these options have not been included into this study. Any total closure of a roadway may have the unintended consequence of delayed response times. It has further been demonstrated in other cities that these areas attract an undesirable criminal presence and thus are discouraged by law enforcement.

#### Public Opinion.

Two public meetings, the first on 01-25-2010 and the other on 11-18-2010, were conducted. Both meetings were advertised to the public by distributing flyers to properties located on the project street and all connecting streets within 300 feet of W 3<sup>rd</sup> Street.

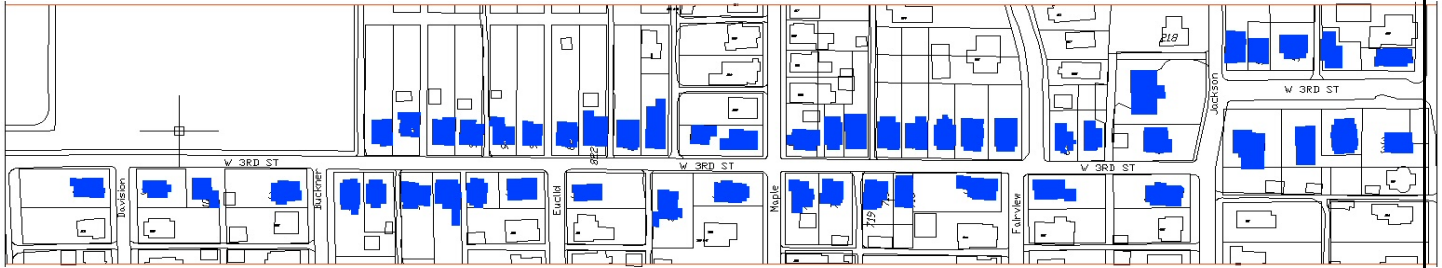
City Engineering has received many calls from the public in regards to the installed test. The comments were nearly split 50/50 between positive and negative. Many of the negative comments were directed towards the bump-out on Jackson and the potential for traffic being diverted onto 4<sup>th</sup> Street and Howe. Positive feedback was more directed towards a perception of a more livable neighborhood and a feeling of elevated safety by the residents.

In general, public opinion for the proposed traffic cushions appears to be based on the location of the resident. A strong negative feedback has been displayed from residents on West 4<sup>th</sup> Street and West Howe Street. Most of the feed back has been a general concern about re-routed traffic on other local streets. However, the residents along the project street appear to be in favor of the installation of the additional traffic calming.

#### Balloting.

As directed in step 6 of the NTSP, the Engineering Department mailed confidential ballot forms (appendix A) to the residents of properties that must use West 3<sup>rd</sup> Street as their primary access. Of the initial 57 ballots, 39 were returned or 68.4%, with 74.4% of the returned ballots voting 'Yes' and 25.6% voting 'No'. In total, out of the original 57 ballots, 50.9% returned a vote in support of the traffic calming.

Out of the 38 homes on the original petition, 23 voted in favor of the speed cushions, 5 voted in opposition of the cushions and 9 failed to return a ballot.



**Figure 6, Ballot area.**

### Emergency services

09/27/2011 – IU Health ambulance service was interviewed on site. In that interview, they had mentioned that the ambulance service will route North on Maple or Euclid and thus avoid the majority of the speed humps. They did not indicate that this is a change in their pattern but rather the best path from the Hospital to 3rd. They indicated that the older style of humps has a negative effect on patients and equipment but that the newer style seems to be OK. It was observed in testing that the newer style of cushions is too large for the ambulances to straddle and therefore the vehicles must slow down.

03/30/2011 - Bloomington Fire Department were interviewed on site to evaluate the speed cushions. Their comments were mostly negative and felt the cushions would slow response times and cause damages to their trucks. Video tape was taken of them driving their larger ladder truck #1 across the speed humps at different speeds. The Fire Department also video taped the assessment and voiced a considerable opposition to the controls.

Early March 2011 – Bloomington Police Department was asked to evaluate the cushions. They declined to do any testing and have a neutral position.



## Accidents

Accidents play a major contributing factor in the implementation of any traffic calming device. For this project, a 10 year time frame was selected so that an evaluation of past improvements could be analyzed. From 2003 to December 2004 a total of 11 accidents have been reported (fig 5). Five accidents involved the installed 2003 traffic control devices. Of these five accidents, two were a result of snow or ice and two had contributing circumstances of unsafe speeds. Eight of the eleven accidents involved a driver 20 years old or less. No reported accidents involved a bicycle or pedestrian.

Accident	Date	Light Conditions	Weather Conditions	Surface Conditions	Driver Contributing Circumstances	Vehicle Contributing Circumstances	Environment Contributing Circumstances	Notes
901674687	8/10/2011	Daylight	Clear	Dry	Wrong way on One Way	None	None	OWI, involved in accident at Jackson and 3rd.
901227349	12/8/2009	Dark	Cloudy	Dry	Unsafe Backing	None	None	Garbage truck backing Eastbound into parked car.
901085676	4/5/2009	Daylight	Clear	Dry	Ran off Road.	None	None	Collision with Traffic Calming Device.
901048388	1/23/2009	Daylight	Clear	Dry	Unsafe Speed	None	None	Driver struck curb while driving through traffic calming.
900941264	8/11/2008	Daylight	Clear	Dry	None	None	None	Damage to parked car.
900549676	9/16/2006	Daylight	Clear	Dry	Failure to Yield	None	None	3rd and Fairview, disregarded stop sign.
900446490	3/2/2006	Dark	Clear	Dry	Wrong way on One Way	None	None	Turned onto 3rd from Walker and hit Traffic Calming Device.
1907897	2/24/2005	Daylight	Snow	Snow/Slush	Speed too Fast for Weather Conditions	None	Roadway Surface Condition	Westbound on 3rd and lost control on snow then struck wall.
1488372	5/8/2004	Daylight	Clear	Dry	Overcorrecting /Over steering	None	None	Swerved to miss curb (Traffic Calming) and hit wall.
1442400	1/31/2004	Unknown	Clear	Snow/Slush	Other	None	None	Hit and run during the night.
210878	12/20/2003	Daylight	Clear	Ice	Unsafe Speed	None	None	Skidded on ice into traffic calming device.

**Figure 7, 10 year accident history.**

## Remaining Processes

The remaining steps for completion of the application are as follows;

Step 7. Testing and Evaluation of Traffic Calming Device. The Bicycle Pedestrian Safety Commission will determine whether the testing and evaluation have met the original criteria. If they are satisfied with the results they may validate the petition and advance it to the step 8.

Step 8. Common Council Action. Based on the project evaluation and a positive ballot, City staff members prepare a report and recommendations for the Bicycle and Pedestrian Safety Commission to forward to the Common Council for action. The report outlines the process followed, includes the project findings, and states the reasons for the recommendations.

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

Step 9. Board of Public Works. After the project has been approved by the Common Council, detailed project plans, specifications and estimates will be prepared by City Engineering staff.

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

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

Step 10. Construct Permanent Traffic Calming Device(s). Construction is administered by the City and is generally completed during the following construction season.

Step 11. Maintenance. The City of Bloomington Engineering and Street Departments are responsible for the construction and maintenance of any traffic calming device implemented as part of this program. The Traffic Division is responsible for any traffic signing and pavement marking or delineation. Any trees planted within the right-of-way are the responsibility of the Parks and Recreation Department and any landscaping (not including trees) is the responsibility of the neighborhood association.

Step 12. Follow-up Evaluation. Within six months to one year after construction of an NTSP project, the City may conduct a follow-up evaluation to determine if the project's goals and objectives continue to be met. This evaluation may entail traffic studies of volumes, speeds and accidents as well as public opinion surveys.



## Recommendations

At this time, Staff does not recommend the installation of permanent speed cushions along West 3<sup>rd</sup> Street. Staff feels that negative effects of the cushions on the entire Prospect Hill Neighborhood and emergency services outweigh the small decrease in traffic speed and volume. Other negative impacts of the cushions have been more aggressive drivers and an indication of increased traffic volumes on other local streets. The 26% increase in traffic on West 4<sup>th</sup> Street and the 31% increase on West Howe Street is a strong indication of diverted traffic and not consistent with the outlined principles of the Neighborhood Traffic Safety Program. Furthermore, Staff could not find any evidence that an increase in volume or noise has resulted from the initial traffic calming installation. Although the volume data does indicate a portion of the traffic on West 3<sup>rd</sup> Street is cut-through traffic, it does not appear to be larger than the 40% standard threshold for correction. Engineering Staff recommends the following actions be taken in the project area.

- (1) Removal of the temporary traffic calming test cushions and restoration to the initial traffic calming plan.
- (2) Improvements are made to the intersection of West 3<sup>rd</sup> Street and South Rogers Street as indicated in the proposed Streetscape plan.
- (3) Improvements to West 2<sup>nd</sup> Street and West Kirkwood Avenue are made to increase safety and efficiency of vehicular traffic.
- (4) Working with law Enforcement to increase Police presence.
- (5) Continue to monitor the area as part of the initial NTSP request for any changes to traffic patterns.

RESOLUTION 2004-28  
BOARD OF PUBLIC WORKS  
Prospect Hill Neighborhood Association Landscaping Agreement

WHEREAS, Indiana Code 9-21-4-3 authorizes cities to install traffic calming devices on public streets as long as their design and use conform to generally accepted engineering principals of road design; and

WHEREAS, On May 24, 2002, the Prospect Hill Neighborhood Association applied to the City of Bloomington Neighborhood Traffic Safety Program for a traffic calming installation, and said traffic calming installation on West Third Street has been installed as of June 24, 2004, but has not been landscaped; and

WHEREAS, according to the Neighborhood Traffic Safety Program Section Entitled "Landscaping", landscaping will be selected by the neighborhood association or the City Parks and Recreation Department from an approved landscaping materials list provided by the City. Materials will be provided and installed by the City and will be maintained by the neighborhood association. If the landscaping is not maintained, the traffic control device will be topped with concrete or asphalt pavement; and

WHEREAS, Prospect Hill Neighborhood Association agrees to maintain the landscaping in a safe and reasonable manner without leaving tools where they will be a hazard for pedestrians or vehicles.

Now, Therefore, Be it Resolved, that the City of Bloomington will proceed with landscaping said traffic devices on West Third Street upon acceptance of this Agreement.

Board of Public Works  
City of Bloomington

\_\_\_\_\_  
Beth Hollingsworth, President

  
\_\_\_\_\_  
Dr. Frank N. Hrisomalos

  
\_\_\_\_\_  
Charlotte Zietlow

Approved and Accepted by the Prospect Hill Neighborhood Association of the City of Bloomington, Monroe County, Indiana upon this 30<sup>th</sup> day of June, 2004.

Prospect Hill Neighborhood Association Representative

Signature *Patrick Murray*  
Title *Secretary*

**RELEASE, HOLD HARMLESS AND  
INDEMNIFICATION AGREEMENT**

WHEREAS, the undersigned, Prospect Hill Neighborhood Association, hereinafter referred to as "Releasor," has agreed by Board of Public Works Resolution 2004-28, to maintain plantings in traffic calming islands on West 3<sup>rd</sup> Street; and

WHEREAS, in order to maintain said plantings Releasor will be working on public property of the City of Bloomington, specifically: traffic calming devices on West 3<sup>rd</sup> Street; and

WHEREAS, the Releasor seeks permission by the City of Bloomington Board of Public Works to use the described property, and in partial consideration of such permission, agrees to execute this Release, Hold Harmless and Indemnification Agreement; and

NOW THEREFORE, in consideration of permission from the City of Bloomington Board of Public Works for use of the described property, the Releasor hereby agrees to release, hold harmless and indemnify the City of Bloomington, its officers, employees, agents and assigns from any and all claims, causes of action, suits, proceedings or demand which may arise as a result of Releasor's use of the described property. This includes, but is not limited to, claims for personal injury, property damage, and/or breach of contract, whether brought by the Releasor, its employees or agents, or any third party.

IN WITNESS WHEREOF, the undersigned has executed this Agreement with full knowledge of its significance and with the intent to be bound by it.

Prospect Hill Neighborhood Association

by *Patrick Murray*  
Signature

*June 30, 2004*  
Date

*PATRICK MURRAY*  
Printed Name

*Secretary, PHNA.*  
Position

Appendix



City of Bloomington, Neighborhood Traffic Safety Program  
Participation Application

Please fill out the following request form as accurately as possible hand deliver to the City of Bloomington Engineering Department, 401 N. Morton St., Suite 130, or return by mail to address at bottom of page.

Name: Karen Knight Date: 11/5/09  
Telephone #: 812-361-3621 e-mail: knight335@gmail.com  
Neighborhood Association (If Applicable): Prospect Hill  
Street Name(s): Third St.  
Section and Township of Neighborhood (If known): \_\_\_\_\_  
City Councilperson Signature: Chris Johnston Date: 11/5/09

General Description of Problem:

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

We are asking for modifications of the traffic problems at the traffic problems from Rogers to Walker. The traffic volume and driver aggressiveness has noticeably increased and we are shaken and disturbed by the change.

Suggestions and Comments:

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

Justin Laycraft has suggested a traffic island at the beginning of the neighborhood. Neighbors have recommended a speed bump or changing the direction of the road at certain points. We will continue to research other options.

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

Questions about the application or the NTSP:

Any questions about the NTSP or the application should be directed to: Sara Kloosterman (812) 349-3417 or kloostes@bloomington.in.gov

In General:

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

Resident Signatures:

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

Mailing address: Sara Kloosterman  
City of Bloomington Engineering Department  
P. O. Box 100  
Bloomington, IN 47402

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

**MINUTES  
BICYCLE AND PEDESTRIAN SAFETY COMMISSION  
December 14, 2009**

**MEMBERS** Present: Mike Gavin, Melissa Henige, Mitch Rice, Jim Rosenbarger,  
Gayle Stuebe  
Absent: Christie Popp

**EX OFFICIO** Joe Fish, Planning Department  
Susie Johnson, Public Works Department  
Justin Wykoff, Engineering Department  
Margie Rice, Legal Department  
Denise Dean, Public Works Department

**ADVISORY MEMBERS** Steve Cotter, Parks & Recreation  
Kevin Sears

**PUBLIC**

**APPROVAL OF MINUTES** Rice made the motion to approve the minutes of the October 19<sup>th</sup> &  
November 16<sup>th</sup> meetings. Henige seconded the motion. The motion  
carried with a vote of 5-0-0.

**PUBLIC COMMENT** There was none at this time.

**COMMISSION MEMBER'S  
COMMENTS**

**PROJECT UPDATE** Henige stated she had gone to the Board of Public Works meeting two  
weeks ago and gave them an update on what the Commission has been  
working on.

**DEPARTMENT UPDATES  
Planning Department -  
Joe Fish**

Fish had none at this time.

**Engineering Dept. –  
Justin Wykoff**

**West 3<sup>rd</sup> Street Traffic Calming:**

Wykoff stated the neighborhood had gone through the NTSP process in 2001 for traffic calming and the chicanes were installed. The neighborhood is now coming back for additional traffic calming. They neighborhood feels the volume and speeds are still too high and the chicanes are not effective enough. Wykoff stated the Engineering Department had conducted counts before and after the installation of the

chicanes. The numbers show the speeds have gone down. Wykoff stated the neighborhood recently went before the Traffic Commission to have the speed limit lowered to 25 MPH and this was approved and the signage has been changed. The City temporarily installed a multi-way stop at 3<sup>rd</sup> & Walker but the findings showed there was not much of a difference in speeds. Karen Knight stated the stop sign was only up for 2 weeks but in that time the residents saw a difference in speeds. Knight stated the residents have talked with Wykoff & the City about alternative traffic calming ideas and some suggestions were: changing the directions of some streets, speed bumps and changing the timing of the signal at Rogers & 3<sup>rd</sup> Streets. One main aspect was having the entrance into the neighborhood at 3<sup>rd</sup> & Rogers be similar to that at 6<sup>th</sup> & Rogers (i.e. traffic circle). Knight stated the neighborhood and the traffic coming through has changed since they first came before the Commission in 2001. The drivers are more aggressive. Gavin stated he did not know if more traffic calming will make drivers more civil but it could help to slow down traffic. Cotter stated the numbers show the chicanes worked. It seems people may have become aggressive due to the initial traffic calming devices and more traffic calming may make them more aggressive. Sears stated he has walked through this area for the past 4 years and doesn't see the speeding. He mainly goes through in the a.m. so the problem may be more in the evenings. Wykoff stated at this time he needs to the approval of the Commission to enable the neighborhood to go onto the next step which would be the public meeting. Stuebe made the motion to approve the request that the West 3<sup>rd</sup> Street Traffic Calming proposal go onto the next step of the NTSP. Henige seconded the motion. The motion carried with a vote of 5-0-0.

**East 17<sup>th</sup> Street East/West of Jordan Avenue:**

The project from last year ended at the Church just west of the intersection. This project will continue with the side path on the north side as well as bring down the grade of the hill to improve visibility. Cotter stated there needed to be street cuts for the side paths. Rosenbarger stated he is worried about the speeds coming from 17<sup>th</sup> & Fee. Wykoff stated that there had been 2 accidents in the past year but none were related to speeds. Johnson stated the City would bring an actual set of plans for the Commission members to review.

**Appendix C, BPSC Minutes 12/14/09**

Bicycle and Pedestrian Safty Commission, 12-14-2009.

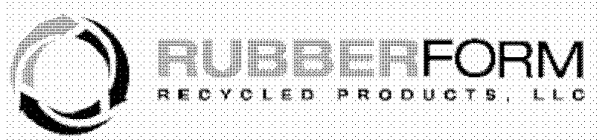
**MINUTES  
BICYCLE AND PEDESTRIAN SAFETY COMMISSION  
May 17, 2010**

**INTRODUCTIONS**

<b>MEMBERS</b>	Present: Mike Gavin, Melissa Henige, Anne Phillips Holahan Mitch Rice, Jim Rosenbarger, Jacob Sinex, Gayle Stuebe Absent:
<b>EX OFFICIO</b>	Joe Fish, Planning Department Justin Wykoff, Engineering Department Sara Kloosterman, Engineering Department Denise Dean, Public Works Department
<b>ADVISORY MEMBERS</b>	Steve Cotter, Parks & Recreation

**Prospect Hills-Traffic Calming:**

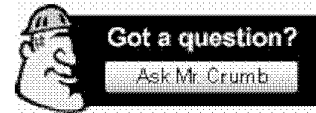
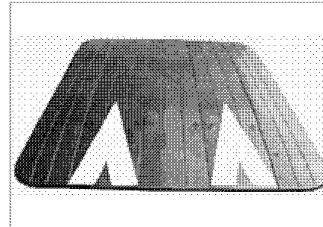
Wykoff stated chicanes were installed in 2002. The City did recent counts in the area which show the speeds have lowered but the neighbors are concerned with the increase in volume. The City was getting ready to install a mock up traffic calming circle at 3<sup>rd</sup> & Rogers. This would be similar to the one at 6<sup>th</sup> & Rogers. They were also going to install speed “cushions”. These devices allow some emergency vehicles (i.e. fire trucks) to go through but cars/trucks need to go over. The City would conduct counts before and after the installation. Rice asked if the neighborhood was trying to eliminate cut through traffic or trying to slow traffic down. Rosenbarger stated he is glad the City is doing the mock up.



Toll Free: 866-424-6981

### Speed Cushion Speed Table

RubberForm's speed cushion - speed table safely control traffic and reduce vehicle speeds to 20-30 mph with RubberForm Speed Cushions. Made from 100% recycled rubber tires, our high-traction speed cushions are highly visible and extremely durable. Unlike a traditional traffic calming devices, our speed cushion is designed to slow traffic while having a minimal effect on emergency response time. Easy-to-install, modular sections. Place them strategically on streets, residential thoroughfares and pedestrian zones; in parking lots and parking garages; and at schools, universities, hospitals and apartment complexes. Our speed cushions quietly and effectively slows traffic without vehicle or tire damage. Increases pedestrian safety. Installs easily with lag bolts. Simply drill a hole with a masonry bit and penetrate the asphalt or concrete surface below. Removable for road surface maintenance. In addition, adding speed cushions typically reduces traffic volume approximately 20% on cut-through streets.



<http://www.rubberform.com/contact.php>

Features (#features)

Specifications (#specifications)

Photos (#photos)

Request A Quote (#getquote)

#### RF-SPC

The cushion is bolted to the pavement using anchors, stainless steel lag bolts and stainless steel washers.

Standard Size: 6'6" Wide x 6'8" Long x 3" High

Made In America with American Recycled Tire Rubber

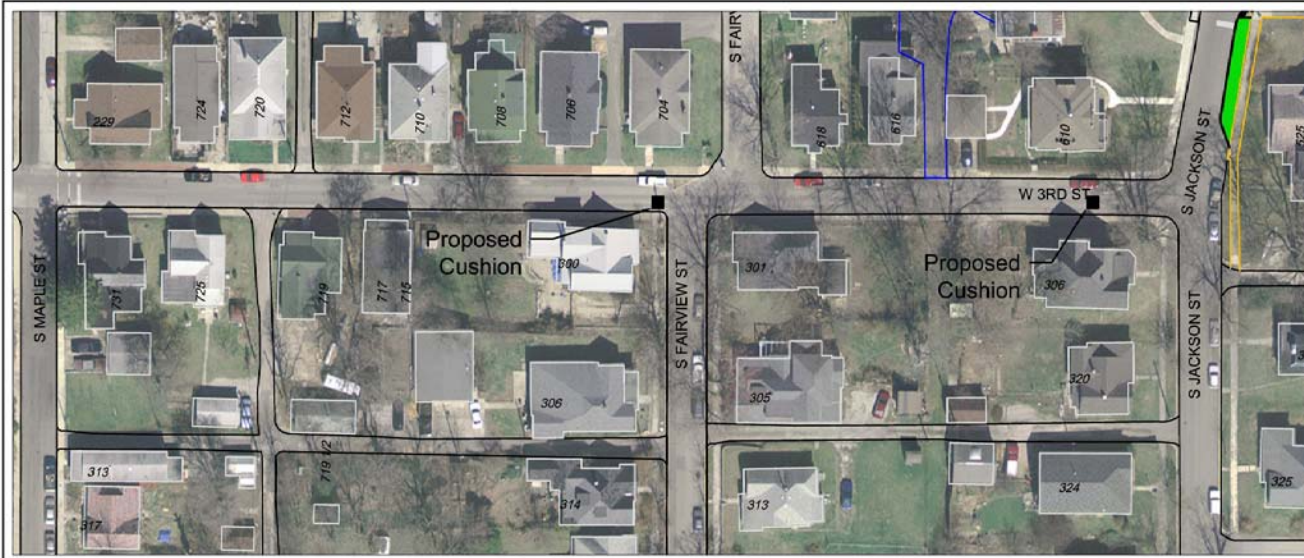
Standard Size: 6'6" Wide x 10' Long x 3" High

Width can be altered in 16" increments and length can be added in 40" increments.

One 6'6" x 6'8", 500-pound recycled rubber speed cushion diverts 33 to 34 tires out of an American landfill.

[http://www.rubberform.com/products/Parking\\_Lot\\_and\\_Road\\_Safety/Speed\\_Cushion\\_Sp...](http://www.rubberform.com/products/Parking_Lot_and_Road_Safety/Speed_Cushion_Sp...) 12/6/2010





600 and 700 Block West 3rd Street, Between Jackson St and Maple St.



800 and 900 Block West 3rd St, Between Maple St and Buckner St.

CITY OF BLOOMINGTON  
ENGINEERING DEPARTMENT

West 3rd Street  
Traffic Cushions.  
Ballot Plan.



KEY MAP

SCALE	SHEET NUMBER
-------	--------------

Not to Scale	
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PLOT DATE	DRAWN BY
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01/04/2012	
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FILE NAME
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Prospect Hill.dwg
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**Bicycle and Pedestrian Safety Commission  
Agenda  
Monday, July 19, 2010  
5:30 p.m. - Hooker Conference Room**

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES
  - May 17, 2010
- III. PUBLIC COMMENT  
(Items not on the agenda) Limit 3 minutes per person.
- IV. COMMISSION MEMBER'S COMMENTS
- V. PROJECT UPDATE
  - A. Individual Comments
- VI. DEPARTMENTAL UPDATES
  - A. City Planning
    - 1). Bicycle and pedestrian counts
  - B. City Engineering
- VII. NEW BUSINESS
  - A. Platinum Bicycle Task Force appointment
- VIII. OLD BUSINESS

**NEXT WORK SESSION: Monday, August 2, 2010 at 5:30 p.m. in the Hooker  
Conference Room at the Showers Building.**

**NEXT MEETING: Monday, August 16, 2010 at 5:30 p.m. in the Hooker  
Conference Room at the Showers Building.**



### West 3<sup>rd</sup> Street Traffic Calming Ballot

On November 5<sup>th</sup>, 2009, the City of Bloomington received a formal application from Prospect Hill Neighborhood Association for traffic calming for West 3<sup>rd</sup> Street from South Rogers Street to South Walker Street. The City Engineering Department has reviewed the case, conducted Public meetings and has prepared this proposed plan. The plan will call for the installation of a grass plot bump-out on the East side of Jackson Street and 4 speed cushions on 3<sup>rd</sup> Street (see enclosed prints). Speed cushions are comparable to small speed bumps except that they lessen the negative effects on emergency vehicles or bicycles and are gentler on cars. The street modifications that have been requested by your neighborhood are considered traffic calming and therefore must follow the guidelines and processes of the Neighborhood Traffic Safety Program "NTSP". The next phase of the NTSP process (Step 6) calls for a ballot to determine neighborhood support for the proposal. This ballot will be used to determine if the street modifications will be approved by the residents and if so, then a 1 month period of testing the proposed plan will take place. After a successful testing period the plan will be forwarded to the Bloomington City Council for their consideration.

Please **PRINT** your name and address so that we may verify the eligibility of your response to this survey. Your response below will be separated from this information — your name will not be associated with your vote on this issue. Only one vote is allowed per residence, and only original ballot forms will be accepted.

**RESIDENT NAME:** \_\_\_\_\_

**RESIDENT ADDRESS:** \_\_\_\_\_

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



### West 3<sup>rd</sup> Street Traffic Calming Ballot

Please check only one answer. No special comments will be considered on this form. If a given response is not marked, this ballot will be considered a non-response. If you have a question, concern, OR need clarification prior to voting please call **Roy Aten, Engineering Field Specialist**, at (812) 349-3417.

**This BALLOT must be received or postmarked by **\*\*\*DATE\*\*\*** to be considered valid.**

**YES:** As a resident in the Prospect Hill Neighborhood, I **AM** in favor of the permanent placement of the specified traffic calming devices on 3<sup>rd</sup> Street.

**NO:** As a resident in the Prospect Hill Neighborhood, I **AM NOT** in favor of the permanent placement of any traffic calming devices on 3<sup>rd</sup> Street.

UNAUTHORIZED DUPLICATION OF THIS BALLOT IS PROHIBITED  
ONLY ORIGINAL BALLOT FORMS WILL BE ACCEPTED

# NEIGHBORHOOD TRAFFIC SAFETY PROGRAM



PREPARED BY THE  
CITY OF BLOOMINGTON, INDIANA  
ENGINEERING DEPARTMENT

AND THE BICYCLE AND  
PEDESTRIAN SAFETY COMMISSION

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## **INTRODUCTION:**

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

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

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

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

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

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

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

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

### **Objectives**

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

1. Improve neighborhood livability by mitigating the negative impact of vehicular traffic on residential neighborhoods.
2. Promote safe, reasonably convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, transit riders and residents on neighborhood streets.
3. Encourage citizen involvement in all phases of Neighborhood Traffic Safety activities.
4. Make efficient use of City and citizen resources and energy.

### **Policies**

The following policies are established as part of the NTSP:



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

### **Procedure/Process**

The NTSP provides a mechanism for groups to work with the City to make decisions about how traffic safety techniques might be used to manage traffic in their neighborhood. This section describes in detail the steps involved in participating in the program from the initial application for involvement, to developing a traffic safety plan, to installing one or more traffic calming devices, to a follow-up evaluation of the plan's success.

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

### **Step 1. Apply to Participate**

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

The petition from a problem street or area must describe the problem (i.e., speeding, inappropriate cut-through, ignoring stop signs, etc.) and request some infrastructure change to reduce the problem. The specific form of the infrastructure change may not be known at this point. The petition must also include signatures from at least 51% of the affected street or area

households or business. This must include any other street that must use the problem street as its primary access (for example, a dead end street or cul-de-sac off the problem street). Each household or business is entitled to one signature.

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

## **Step 2. Engineering Staff Review and Preliminary Data Collection**

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

## **Step 3. BPSC Review of Engineering Studies and Petitions**

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

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

## **Step 4. Public Meeting**

The BPSC will send notices to all households and businesses within a defined project area to provide background information about the proposed project. The project area depends on the specific project, but generally includes all properties on the project street, on cross streets up to the next parallel local street (or up to 300 feet from the project street) and on any other street that must use the project street as its primary access. For neighborhood collector streets, the next parallel local street (if one exists within 500 feet of the problem street) will also be included in the notification area. Representatives of the emergency service providers will also receive notification of the meeting. This notice will include an invitation to participate in a public meeting to help exchange ideas, address concerns and discuss possible traffic safety alternatives.

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

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

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

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

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

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

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

## **Step 6. Project Ballot**

### Local Service Streets:

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

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

### Neighborhood Collector Streets:

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

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

## **Step 7. Testing and Evaluation of Traffic Calming Device**

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

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

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

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

## **Step 8. Common Council Action**

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

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

#### **Step 9. Board of Public Works**

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

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

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

#### **Step 10. Construct Permanent Traffic Calming Device(s)**

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

#### **Step 11. Maintenance**

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

#### **Step 12. Follow-up Evaluation**

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

**APPENDIX A**

**VISION AND MISSION STATEMENT OF THE CITY OF BLOOMINGTON**

**MISSION OF CITY GOVERNMENT**

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

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

- **CONTINUOUS GOVERNMENT IMPROVEMENT**

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

- **PRESERVE AND ENHANCE COMMUNITY CHARACTER**

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

**A VISION OF COMMUNITY**

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

**CIVIC VALUES**

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

**APPENDIX B**

**POINT ASSIGNMENT FOR RANKING NTSP REQUESTS**

Point Assigned

- |  |  |   |
|--|--|---|
| 1) Percent of vehicles traveling over the posted speed limit |  |   |
| low = 33%  |  | 1 |
| medium = 33 - 67%  |  | 2 |
| high = 68+%  |  | 3 |

    A) Cut through traffic versus within (intra?) neighborhood speeding:

Further study?	Yes / No
----------------	----------

- |                                  |                                       |   |
|----------------------------------|---------------------------------------|---|
| 2) Average daily traffic volumes |                                       |   |
| <u>Local Service Streets</u>     | <u>Neighborhood Collector Streets</u> |   |
| low = 1 – 599                    | low = 500 – 1,499                     | 1 |
| medium = 600 – 1,499             | medium = 1,500 – 3,499                | 2 |
| high – 1,500+                    | high = 3,500+                         | 3 |

- |   |  |   |
|---|--|---|
| 3) Number of accidents along proposed calming area in 3 year period |  |   |
| low = 1 – 2   |  | 1 |
| medium = 3 – 4  |  | 2 |
| high = 5+   |  | 3 |

- |   |            |           |
|---|------------|-----------|
|   | <u>Yes</u> | <u>No</u> |
| 4) Creation of pedestrian and bicycle networks              |            |           |
| school walk route   | 1          | 0         |
| school on proposed traffic calming street                   | 1          | 0         |
| designated bicycle route                                    | 1          | 0         |
| route in or to pedestrian area (e.g., park, shopping, etc.) | 1          | 0         |
| proposed calming street has NO sidewalks                    | 1          | 0         |
| proposed calming area has NO bike lanes                     | 1          | 0         |
| within walking distance to transit                          | 1          | 0         |

- |  |   |   |
|--|---|---|
| 5) Scheduled road construction/reconstruction in proposed calming area | 2 | 0 |
|--|---|---|

TOTAL POINTS: \_\_\_\_\_

Priority rank:

Comments and recommendations:

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

## APPENDIX C

### TRAFFIC CALMING DEVICES

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

#### 1. Street and Lane Narrowing

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

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

**Bicycle Accommodations:** On local streets designated as a bike route or serving a significant volume of bicycle traffic, a sufficiently wide bicycle lane should be provided through the narrowed area. Where traffic and /or bicycle volumes are sufficiently low, exclusive bicycle lanes may not be required.

**Snow Removal:** The pavement width of streets shall not be narrowed to a point where it becomes an impediment to snow removal.

**Parking Restrictions:** In most cases on local access streets, street narrowing will require the prohibition of parking at all times along the street curb the full length of the narrowed section plus 20 feet.

**Landscaping:** Median landscaping can be selected by neighborhood associations from an approved landscaping materials list provided by the City. Landscaping will be provided and installed by the City and will be maintained by the neighborhood association or landscape volunteer. If the landscaping is not maintained, the median will be topped with concrete or asphalt pavement.

**Median Width/Lane Width:** Where medians are used to narrow streets, the medians shall not be constructed at less than four feet in width. Travel lanes shall not be narrowed to a width less than nine feet, exclusive of gutter. Bicycle lanes where required shall be four feet wide exclusive of gutter, unless the gutter is poured integral to the bicycle lane, in which case the bicycle lane will be five feet wide. If parking is allowed, the parking and bicycle lane combination shall be a minimum of 13 feet.

#### 2. Bicycle Lanes

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

#### 3. Raised Street Sections or Speed Humps

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

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

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

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

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

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

#### **5. Chicanes**

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



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

## 6. Traffic Circles

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

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

- Design Considerations: For each intersection the size of the circle will vary depending on the circumstances for that specific intersection. In general, the size of the circle will be determined by the geometry of the intersection.
- Where intersecting streets differ significantly in width, it may be more appropriate to design an elongated "circle" using half circles with tangent sections between them. Smaller circles will be constructed on a case-by-case basis. Normally the circle will be located as close to the middle of the intersection as practical. Under special circumstances, such as being on a Fire Department response route, bus route or due to snow removal accommodations, the size and/or location of the circle will be adjusted to more appropriately meet the special circumstances.
- Design Considerations for "T" type intersections: For "T" type intersections, all of the above design considerations apply. In addition, curb extensions (or curb bulbs) may be included along the top of the "T" at the entrance and exit to the intersection.
- Signage: Appropriate signage for traffic circles will be determined by the City Engineer and may vary based on the location of the circle.
- Channelization: Where curbs do not exist on the corner radii, painted barrier lines, defining the corners, should be installed.

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

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

installed by the City and will be maintained by the neighborhood association. If the landscaping is not maintained, the traffic circle will be topped with concrete or asphalt pavement.

Volunteer Required:

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

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

Plant Replacement:

Where the Public Works Department has had installed plant material in a traffic circle, the Department will replace any plant material which is damaged by traffic or vandalism or which dies due to planting, for a period of one year after the initial planting. If such damage is a persistent problem, the Department may decide to cover the circle with a concrete or asphalt topping rather than to continue to replace plant material.

**7. Stop Signs:**

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

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

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

**CLARIFICATIONS AND RESPONSES TO QUESTIONS  
TO THE  
NEIGHBORHOOD TRAFFIC SAFETY PROGRAM  
PROSPECT HILL NEIGHBORHOOD  
WEST THIRD STREET  
ENGINEERING REPORT**

**(Question)** Explain the traffic counts on 4<sup>th</sup> Street and Howe, why those counts were chosen and what impact do those counts have on the report?

**(Answer)** One count was chosen for West 4<sup>th</sup> Street and West Howe Street for prior to installation (02/18/2011) and one count was chosen post installation of the test cushions (06/13/2011). These specific counts were chosen because they have complete counts for the project street, West 4<sup>th</sup> Street and West Howe Street. Other counts were performed on both 4<sup>th</sup> Street and West Howe Street, but were not considered due to missing data on corresponding streets and/or differing blocks where they were taken. While the counts do show some increases, they are in no way near the undesirable amount established by the Neighborhood Traffic Safety Program for a Collector Street (150 vehicles per day). It is also documented through our Thoroughfare Plan Map that this section of West Third Street is classified as a Neighborhood Street.

**(Question)** Clarify figure #3 “comparison of 85<sup>th</sup> percentile” and explain the presented information?

**(Answer)** A typo has been discovered on Figure #3 and the corrections have been included in this report. Line one of the figure should read from ‘S Jackson St. to S Fairview St’ and the volume should be changed to 1226 ADT. The comparison streets were chosen to provide a speed comparison of West 3<sup>rd</sup> Street to other streets throughout Bloomington that have similar volumes or characteristics. East Covenant Drive (Secondary Collector) was included on the chart to show the speeds on other streets with traffic calming installed. It was not the intention of the report to depict that West 3<sup>rd</sup> Street (Neighborhood Street) shares a classification with East Covenant Drive but rather to only compare the volumes of traffic.

**(Question)** Clarify statements about emergency services and statements made by Bloomington Fire Chief Roger Kerr.

**(Answer)** Chief Roger Kerr has responded on 02/20/12 that the Fire Department has no problem with the installation of the modified cushions. The evaluation that was conducted and included in this report was completed prior to the proposed

modifications to the cushions and the removal of the proposed bump-outs on Jackson. If cushions are chosen, Engineering recommends that they be narrowed so that Fire Trucks will not be affected.

**(Question)** Clarify conflicting statements about noise in the study.

**(Answer)** No noise studies have been conducted during this Engineering evaluation. Conclusions about increased noise in the recommendations are based on material that was presented during neighborhood meetings and emails concerned residents. Within the Neighborhood Traffic Safety Program Guidelines, noise is mentioned as increasing with the usage of speed humps. It is important to note that many of the residents along West 3<sup>rd</sup> Street have expressed that there has not been an increase in noise on the project street. The negative impact of noise in the recommendations has been removed from the report.

**(Question)** On what dates were the test cushions installed, moved and removed from the 3<sup>rd</sup> Street and what were the associated costs?

**(Answer)** The following shows the dates of the moves and the labor cost.

02/28/2011	Install test cushions and bump-out.	\$1200
04/27/2011	Remove bump-out and move test cushions.	\$2000
10/14/2011	Repair test cushions.	\$150
02/28/2011	Remove test cushions.	\$1450

The above clarifications and answers are relative to the report and have been considered in the final recommendation by the Engineering Department. The Engineering Department continues to recommend that no additional traffic calming is necessary due to the 85<sup>th</sup> percentile speed in the study were  $\pm 5$  mph of the posted speed limit of 25mph. We continue to support the installation of the chicanes and the staggered parking as an effective method of traffic calming on West 3<sup>rd</sup> Street.

Street	Start Date	S Rogers St to S Jackson St		Jackson, 3rd to 3rd		Jackson St to S. Fairview St		Fairview St to S Maple		S Maple St to S Euclid Ave		S Euclid Ave to S Buckner St		S Buckner St to S Davison St			
		85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT		
W. 3rd St.	10/15/2001									28 mph	1002			33 mph	984		
	7/11/2001													29 mph	1177		
	11/15/2004									28 mph	1029			27 mph	1032		
	7/6/2009									20 mph	1206	29 mph	1200	25 mph	1165		
		No configuration change			No changes		Shift Parking										
	Fall 2009							26 mph	1242								
	3/2/2010	25 mph	1384							19 mph	1172	29 mph	1114	25 mph	1138		
	7/7/2010	24 mph	1403														
	2/18/2011	25 mph	1340	19 mph	1396	23 mph	1226			27 mph	1242			25 mph	1217		
	2/28/2011	No configuration change			Bump-out		Cushion mid-block			Cushion mid-block				Cushion mid-block		No configuration change	
	4/5/2011	28 mph	1490	18 mph	1392	19 mph	1203			18 mph	1248	21 mph	1224	25 mph	1206		
	4/27/2011	No configuration change			remove bump-out		Cushion moved East			Cushion moved East		Cushion moved West		Cushion moved West		No configuration change	
	6/13/2011	25 mph	1328	18 mph	1364	20 mph	1091			20 mph	1119	24 mph	1104		Low Battery		
10/3/2011	24 mph	1202	No Data		18 mph	938			18 mph	974	24 mph	954		19 mph	950		
Change from 2/18/2011 to 6/13/2011		0 mph	-12	1 mph	-32	3 mph	-135			7 mph	-141	3 mph	-138	No Data	No Data	No Data	No Data
Percent change			-0.9%	5.3%	-2.3%	13.0%	-11.0%			25.9%	-11.2%	11.1%	-11.1%	No Data	No Data	No Data	No Data

Street	Start Date	S Rogers to S Jackson		S Jackson to S Fairview		S Fairview to S Maple		S Maple to S Waldron		
		85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	
W. 4th St.	7/29/1996								765	
	3/2/2010	28 mph	838							
	7/7/2010	27 mph	950							
	1/12/2011					448			318	
	2/18/2011			29 mph	562					
	2/28/2012	Installation of traffic control on 3rd Street								
	4/5/2011			29 mph	655					
	4/27/2012	Reconfiguration of traffic control on 3rd Street								
	6/13/2011			28 mph	710					
	10/3/2011			27 mph	638					
	10/10/2011	24 mph	823							
Change from 2/18/2011 to 6/13/2011		No Data	No Data	1 mph	148	No Data	No Data			
Percent change		No Data	No Data	5.3%	26.3%	No Data	No Data			

Street	Start Date	S. Fairview St. to S. Rogers St.		
		85th %	ADT	
W Howe St	3/2/2010	26 mph	466	
	7/7/2010	29 mph	514	
	2/18/2011	30 mph	412	
	Installation of traffic control on 3rd Street			
	4/5/2011	29 mph	651	
	Reconfiguration of traffic control on 3rd Street			
	6/13/2011	28 mph	540	
10/3/2011	27 mph	474		

Change from 2/18/2011 to 6/13/2011		1 mph	128
Percent change		No Data	31.1%

W Kirkwood Ave	S. Fairview St. t N Jackson St	
	Start Date	85th % ADT
	3/2/2010	34 mph 10900
	2/16/2011	34 mph 9967
	Installation of traffic control on 3rd Street	
	4/5/2011	34 mph 11338
	Reconfiguration of traffic control on 3rd Street	
	6/13/2011	32 mph 10688
	10/3/2011	32 mph 11803
Change from 2/18/2011 to 6/13/2011		
	2 mph	721
Percent change		
	5.9%	7.2%

Plus

W 2nd St	S. Maple St to S. Rogers St	
	Start Date	85th % ADT
	3/2/2010	36 mph 16421
	2/16/2011	38 mph 14742
	Installation of traffic control on 3rd Street	
	4/5/2011	35 mph 16605
	Reconfiguration of traffic control on 3rd Street	
	6/13/2011	36 mph 16206
	10/3/2011	34 mph 14438
Change from 2/18/2011 to 6/13/2011		
	2 mph	1464
Percent change		
	5.3%	9.9%

Equals

Total ADT Parallel Arterials
27321
24709
27943
26894
26241
2185
8.8%

Street	<b>Percent of Vehicles by speed</b>													
	Before and After installation of cushions													
	1 - 15 mph		16 - 20 mph		21 - 25 mph		26 - 30 mph		31 - 35 mph		36 - 40 mph		> 41 mph	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
S Buckner St to S Davison St	4.8%	26.2%	31.3%	61.3%	50.9%	11.0%	11.5%	1.2%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Change	21.4%		30.0%		-39.9%		-10.3%		-1.1%		-0.1%		0.0%	
S Maple St to S Euclid Ave	4.8%	8.5%	20.8%	35.9%	55.0%	46.9%	17.8%	7.9%	1.5%	0.8%	0.1%	0.0%	0.0%	0.0%
Change	3.7%		15.1%		-8.1%		-9.9%		-0.7%		-0.1%		0.0%	
S Fairview St to S Maple St	6.6%	42.6%	27.6%	49.1%	46.9%	7.3%	16.5%	0.8%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%
Change	36.0%		21.5%		-39.6%		-15.7%		-2.0%		-0.1%		0.0%	
S. Jackson St to S. Fairview St	10.2%	38.1%	63.7%	52.0%	25.1%	9.4%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Change	27.9%		-11.7%		-15.7%		-0.7%		0.0%		0.0%		0.0%	
Average	6.6%	28.9%	35.9%	49.6%	44.5%	18.7%	11.7%	2.6%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%
	22.3%		13.7%		-25.8%		-9.2%		-1.0%		-0.1%		0.0%	

Note: On average, 98.7% of drivers were below 30 MPH prior to installation of speed cushions. After the installation of speed cushions, that number has dropped to 99.7%. The effective range of the speed cushions is 20 MPH, with a major impact being seen by vehicles traveling between 21 and 30 mph.

In the Council Chambers of the Showers City Hall on Wednesday, August 3, 2011 at 7:30 pm with Council President Susan Sandberg presiding over a Regular Session of the Common Council.

COMMON COUNCIL  
REGULAR SESSION  
August 3, 2011

Roll Call: Mayer, Piedmont-Smith, Sandberg, Satterfield, Sturbaum, Volan, Wisler  
Absent: Rollo, Ruff

ROLL CALL

Council President Sandberg gave the Agenda Summation

AGENDA SUMMATION

Minutes for June 29, 2011 were approved by a voice vote

APPROVAL OF MINUTES

Chris Sturbaum thanked the Bloomington Police Department for their decisive and courageous action in an incident where a citizen wielded a gun in the street.

REPORTS:  
COUNCILMEMBERS

Susan Sandberg noted that a City/County Citizen Breakfast would be held on August 11, 2011 at the Village Deli. She noted the topic would be the bio-tech and life sciences initiatives and advances that have taken place in Bloomington.

There were no reports from the Mayor at this meeting.

MAYOR and CITY OFFICES

There were no reports from any council committees at this meeting.

COUNCIL COMMITTEES

Norm Crampton of S. Coppertree Drive in District 5 urged the council to fund the improvements needed at the intersection of Sare Road and Rogers and hoped it would be like the one at High and Moore's Pike. He said he frequently used that intersection and appreciated having quick access through it. He said the presence of the medical facilities and school had increased the traffic in the area and that impatient drivers sought shortcuts. He gave examples of people cutting through neighborhoods with impatience and haste.

PUBLIC INPUT

Daniel McMullen referred to an email that he had written to the council and read from the constitution, relating it to city government.

David Sabbagh, a neighbor of Crampton's on Coppertree and former city council member, talked about roundabouts, specifically one planned for the Sare and Rogers Road intersection. He said they often walk together through this intersection and found the new philosophy of 'limiting capacity' so that motorists would become frustrated to the point of not driving disturbed him. He advocated for a sizable roundabout at this location.

Buff Brown talked of transportation needs in the next ten years and the latent demand of walking, biking and transit that exist except for certain safe routes. He said that money available now should be used for these types of transportation issues, and encouraged reevaluation of projects that had been planned in the past but are no longer relevant at their planned scale. He said the CAC of the MPO voted down the Sare/Rogers roundabout plan as presently designed because of the size and effects of the plan on bicyclists and pedestrians.

It was moved and seconded that Judi Maki be appointed to the Traffic Commission and that Caleb Steiner be appointed to the Commission on Sustainability.

BOARD AND COMMISSION  
APPOINTMENTS

The appointments were approved by a voice vote.

It was moved and seconded that Resolution 11-11 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the committee recommendation of do pass 7-0-2. It was moved and seconded that Resolution 11-11 be adopted.

Sandberg asked Sturbaum to give the rationale for this item. Sturbaum said that the local transportation system had grown 10-fold in the last thirty years, but feared that the trend for state and federal funding could be in the opposite direction. He reported that Kent McDaniel, Director of the Bloomington Transit Board and Executive Director of the Indiana Transportation Association, said that federal funding was down by 3% for the second year and he warned of more cuts in the next years. Sturbaum said that there was more demand for the public transit system at the very time when there would be funding cuts from previously reliable state and federal sources. He said the legislation would propose that local government take actions to find funding for the transit system. He invited Kent McDaniel to speak.

McDaniel said that this was actually a statewide initiative that several transportation groups were supporting to seek legislative support for enabling legislation to allow local governmental units to raise taxes for this purpose. He said that voting for this resolution would not be a commitment to raise taxes, but a commitment that local government be able to make that decision. He noted several groups that were supporting this initiative, said that 30 resolutions had been passed to this date, but that this one was the first from a city council. He said that the resolution was important to consider before the larger cuts.

Sturbaum asked what INDOT's role was in funding local transit. McDaniel said that they managed the money from the federal government that goes to smaller systems. He said in larger systems with a metro area between 50,000 and 200,000 people, the Federal Transit Administration would make a recommendation for the use of the "Governor's Apportionment," or how that federal money was to be distributed. He also explained that there was a formula used to distribute money, but that the Commissioner of INDOT had the authority to change that formula, and has a lot of discretion. McDaniel said that this was of great concern to him.

Piedmont-Smith asked if McDaniel had been working with particular legislators to sponsor this initiative. McDaniel said state senator Luke Kenley had expressed interest. He said other legislators were interested in the concept to further development or connectivity in their respective areas.

Volan asked about metro areas with a population of more than 200,000. McDaniel said that they would get their money directly from the Federal Transit Administration and that INDOT would have very little influence on that portion of funding. Volan asked what portion of the Bloomington Transit budget was in federal vs. state dollars. McDaniel said that about 25% was from the federal government and a little more from the state.

Sandberg asked McDaniel to summarize discussion of the Metropolitan Planning Organization on this initiative. He said one objection was that the initiative was not practical because it would never happen or that it was just a symbolic gesture. McDaniel said he countered both arguments. Sandberg asked if there would be less incentive for state and federal governments to fund transit systems if local governments were funding a greater portion of their own budget. McDaniel said this was already happening and told some stories of legislation in the past session.

## LEGISLATION FOR SECOND READING

Resolution 11-11 Supporting Enabling Legislation for Local Authority to Conduct Referenda to Dedicate Local Revenue to Transit and Transportation Alternatives



Resolution 11-11 (cont'd)

Sturbaum asked McDaniel about the chances of this actually happening. McDaniel said there was broad support for this, and that two state legislators were very supportive and that there was a chance for this to be taken up by the general assembly.

A call for public comment brought Buff Brown to state that he was in full support of this resolution. He said this option was necessary for future community benefits and noted that there were other communities that had passed referenda.

Sturbaum expressed his support.

Volan noted that the commuter population of Lawrence County coming to Bloomington might, as a result of this last census, put the Metropolitan Area over the 200,000 threshold, and would allow federal dollars to come directly to the area rather than going through the state and INDOT. He supported this resolution and its benefit to the community.

Mayer thanked Council Member Ruff for working with McDaniel to create this resolution and thanked McDaniel for his presentation which made the advantages of the initiative very clear.

Sandberg said she was grateful to Ruff for his support of this resolution.

Resolution 11-11 received a roll call vote of Ayes: 7, Nays: 0.

It was moved and seconded that Ordinance 11-08 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the committee recommendation of do pass 4-1-4. It was moved and seconded that Ordinance 11-08 be adopted.

Ordinance 11-08 TO VACATE TWO PUBLIC PARCELS -Re: An East/West Alley Right-of-Way and a Segment of North/South Alley Right-of-Way on the North Side of the 1900 Block of East Third Street Between Rose Avenue and Union Street (The Trustees of Indiana University, Petitioner)

Susan Sandberg, Isabel Piedmont-Smith, and Steve Volan made a statement about their positions with Indiana University, said they had no financial benefit to gain from this legislation, and could deliberate in a fair, objective manner in the public interest. Sandberg stated that this statement was not required by either state or local code, but the council members wanted to put this statement on the record.

Lynn Darland, Zoning and Enforcement Manager in the Planning Department, presented the request for the alley right-of-way vacation. She showed a graphic of the area and said that these two alley portions were missed several years ago when Indiana University took a grouping of alley segments through the court system to be vacated. She said there were four homes located south of this right-of-way that would be razed. She said the request would allow IU to replace the West University Apartments which were demolished in the past year. She said the student residents were associated with the school of music and would most likely be international graduate students. She showed updated renderings for the four story limestone building from various directions. Darland answered questions that had been raised in previous committee meetings. On the question of alley counts she noted that traffic counts were taken from Friday, July 29th (148 in 24 hours) through Monday, August 1st (168 in 24 hours), with the highest count being the hour of 5-6 pm and was 14 vehicles.

Darland referred to a previous question regarding bike and pedestrian improvements in the area of East Third Street presenting information on sidewalk and bike path improvements from Bryan to the College Mall Road.

Referring to a previous question regarding this site being part of a mixed use area, she said that the Growth Policies Plan called for a

neighborhood activity center on the South Side of Third and Jordan which was close to the proposed vacation area.

Regarding a previous question about recommendations from the Platinum Bike Task Force, Darland said that the Task Force was looking at the city as a whole, as a big picture, and had no recommendations on individual projects.

Piedmont-Smith asked Lynn Coyne, Indiana University Assistant Vice President for Real Estate, about discussions with Bloomington Restorations, Inc. regarding saving or moving the four single family homes adjacent to this alley.

Coyne said the University would be grateful for the council's support on this ordinance. Coyne went on to address a previous question regarding the Growth Policies Plan with reference to this project. He said that he checked with several staff members who worked with the IU Master Plan and was told that they had considered the GPP and connectivity in addition to other issues when creating their Master Plan. He said the bike and pedestrian connection questions were addressed by the plan for the building that allowed bicycles and pedestrians to access through the building.

Coyne then told Piedmont-Smith that he sent her an email regarding her question regarding the conversations with BRI. He said he contacted their executive director, Steve Wyatt, regarding a discussion in February and March of 2011. He said that Wyatt said that the houses were tall, wide and deep, and that moving them very far would be difficult and expensive. Wyatt also said that land in that area was expensive and with the cost of moving and the affordable housing goal of BRI, he didn't think it would be feasible to move the houses. Coyne noted to Wyatt that IU didn't have any lots for sale in the area at that time.

Coyne said that one of the reasons that IU didn't choose to move the houses was that to move each house, even a short distance, could reach \$100,000 with site preparation, moving cost, and permits; the cost of the land would be additional. He said that BRI was more interested in a house on North Dunn Street that the University was interested in moving.

Piedmont-Smith said she corresponded with Wyatt who responded with similar answers. She said he noted that moving houses of size any distance would be problematic, and that there was no lot nearby that was able to be used. Coyne said that the construction of the houses was also an issue. Piedmont-Smith continued and said she found that IU had 4 vacant lots south of Third Street. She asked why those could not be used.

Coyne said those lots were planned for other uses. Piedmont-Smith asked about those plans. Coyne said that there were two or three contiguous lots and one other one, and consolidating them would provide a site for construction of a structure. He said that the university had considered such areas, from time to time, for small student-use facilities such as the Hutton Honors College.

Piedmont-Smith noted three single lots in the area that she said were owned by IU or the IU Foundation. Coyne said the lots were for future use by the university and that IU was looking into consolidating four lots for their use. Piedmont-Smith said that the lot at 2020 E. Third Street owned by the IU Foundation was vacant, but wasn't big enough for something institutional. Coyne said that over time, if other adjacent properties were acquired, it might be.

Volan said he looked at the Comprehensive Master Plan and commended Coyne for a fine document. He asked if Seventh Street

between Willkie, Forest and Ashton would be developed. Coyne said that area was the academic Main Street of the campus, and it would be reserved for academic development. Volan asked if there would be development on Seventh Street east of Jordan. Coyne said that there was a component of the plan for that area. Volan said that he was surprised to hear that IU was thinking of building structures way from its campus area. He asked why structures for activities could not be built in the interstices of existing buildings. Coyne said that some may be included in the Master Plan, and that what he had just described would be a private organization. When Volan asked for an example, Coyne said he would rather not discuss the plan without their knowledge. Volan asked if it was a fraternity; Coyne said no. Volan asked if it was a student group; Coyne said "potentially, yes."

Sturbaum expressed regret about the inability to save the four houses, and he said that he knew Coyne regretted it too. Sturbaum said it wasn't a sustainable practice to raze houses and he thought Coyne agreed. He said that if he had been aware earlier he would have helped to find a place and future for these houses. He thanked Coyne for the project and said he would support the vacation of the alleys.

Mayer noted his statements of concern at the previous meeting regarding traffic in this area, adding his appreciation for traffic counts, but noting also that the counts were not done while classes were in session. He also noted that when it was in session, traffic would back up for over a block, while there was not that traffic during other times. He asked Coyne if, given the fact that this building would increase traffic in the area, the university would be willing to work with the city to improve the intersection at Third and Union to facilitate the movement of traffic. Coyne said this had happened in the past and would continue to happen under the guidance of the city. Mayer said he would be advocating for a sidewalk on the east side of Union from Third Street to Seventh Street and asked Coyne to consider a sidewalk to 10<sup>th</sup> Street on the university property. Coyne said the university had great interest in bicycle and pedestrian circulation and that area would be important, and that they would work with the city on the project. Mayer said it was a goal for pedestrian access on that side of the street.

Volan asked how much traffic would be in the area in the school year. Mayer invited Volan to sit on his front porch. Volan asked Mayer to estimate the volume. Mayer said that depending on the day and activities, the traffic would back up at least a block on Hillsdale, Union and Bryan Streets with cars trying to access Third Street. Volan asked Darland if she had information. She said there would be a need for traffic counts to be done during the school year. Mayer said that there had been several traffic studies done in the area looking at traffic flow on the streets around the Bryan/High/Third intersection, and perhaps that could be used.

Volan, looking online at a traffic database provided by the city to the Herald Times, said that Bryan Avenue south of Seventh Street had a count of 409 cars in November of 2003 and that Union Street south of Seventh Street had a count of 5409 cars in November of 2005.

Darland pointed out that the count she gave earlier in the meeting was done in an alley, not a city street. Volan expressed a bit of surprise at the number of cars using the alley.

Piedmont-Smith asked where the traffic would go if the alley was not available for use. Darland said it would most likely go out to Rose, Union and Third Streets. Piedmont-Smith asked if the counts revealed the direction of traffic in the alley. Darland said that the direction of

travel was evenly divided between east-bound and west-bound. They verified that there were no traffic lights on Rose or Union that would facilitate left turns onto Third Street. Darland said that this project was actually taking the place of the building that was razed near there. She didn't think that there would be additional traffic, just replacement traffic from the old building. Piedmont-Smith noted that there were not traffic signals for entry from these streets onto Third Street. Darland said that this project was taking the place of the old University West Apartments, and that the traffic counts in the area would possibly remain much the same as in the past. Piedmont-Smith noted that there was another building being constructed in the footprint of the old University West Apartments, and while it was not a residential building, there would be additional traffic associated with that structure.

Piedmont-Smith asked Coyne about the timeline for demolition of the four homes. Coyne said the end of August would be the time for the demolition, and that the original date of demolition was delayed to accommodate the council schedule.

Piedmont-Smith asked if any of the materials from the four homes would be reused. Coyne said one of the conditions of demolition as listed for contractors noted: *"To the greatest extent possible, and in compliance with state and federal rules and laws, items that can be recycled, reused or resold shall be separated from the waste stream and diverted to be reused, recycled or resold."* Piedmont-Smith said that she was particularly thinking of the limestone being used in the new building. Coyne said that the limestone taken from the old structures would have to be re-milled or changed in thickness or depth for use and it would be 'quite a process' to evaluate each piece of limestone. He said that it would be more likely to be sent to a place where it could be stored and sold to someone who could use it as it existed. He added that residential limestone was traditionally thinner in depth than that used on the quality of building that was planned for this area.

A call for Public Comment brought Jennifer Mickel to the podium to say that it was impossible to travel south on Union and then turn east on Third Street.

Burhan Elturon, a near west side resident, said that in the future there should be some mechanism for IU to be helpful in allowing structures such as the houses on these alleys to be demolished by people or groups who would reuse the materials. He said allowing enough time, notice and a set procedure for doing so would be beneficial to any number of people and the city.

Buff Brown said he didn't understand why the alley property, which had value to the public, was not sold to adjacent property owners instead of being vacated. He said he often called IU's real estate policy that of "bought, rot, lot" meaning that they eventually turned lots that they owned into parking lots. He said that he was glad to see that this housing was being built close to the university, but wished the parking situation would be considered differently. He said people would still live in the area without parking, and that they'd find other modes of transportation. He said that the Ashton Center had missed opportunities for this by putting parking across the street. He said they missed opportunities to build a tree plot on Union when they put parking along that street. He said that the current request was one where the council could ask the university to move the houses to the advantage of and in policy with the city. He said this request was the opportunity of the council to set precedent and policy regarding transportation and salvage of buildings.

Marc Haggerty said he agreed with Brown, and said that he liked the prospect of bargaining with IU. He said that IU was the biggest player in town and did pretty much what they wanted, and that this was an opportunity to guide them into a better position, both for them and for the city. He said it wasn't easy to go against IU.

Volan said he looked up the traffic counts on the streets in question. He noted that 18,000 cars passed through South Union to South High Street in February of 1997. He said that North Union to Union Street had 15,000 cars in April of 2009. West of Rose had 19,000 cars a day in July of 2002. Third Street between Mitchell and Arbutus had 21,000 cars during May (exam week) of 2000. North Swain to North Mitchell had 13,000 cars in April of 2009. He noted that this area was where University West Apartment was located, and now the apartments were being constructed east of that area. He noted that the counts on the alleyway were low because of the time of year. He predicted a noticeable increase of traffic on Union, Rose and Third Streets because of the alley not being available for a shortcut. He said it was disappointing that it took council questions to bring the traffic subject to light.

Volan said he looked at the IU Comprehensive Master Plan adopted in March 2010 noting it was parallel with the city's Growth Policies Plan in its references to broader life of the community. He said, however, that the IU plan barely referred to the city's plan, and seemed to be developing with little interaction with the city. He asked if the city would ever draw a line in granting requests for right-of-way vacations and tell IU that it should develop within its current footprint, not within the city's public right-of-ways and streets. He noted that two-thirds of IU students lived off campus as well as most faculty and staff. He said that the City of Bloomington contributed more than most towns to 'the broader life' of the university.

He cautioned that his critique for the lack of due diligence on the part of IU in this proposal should not be taken as critique for the institution. Criticizing the timing of this legislation, he said that with more time to think or act, one or more of the houses perhaps could have been saved. He said that everyone should be held accountable in the promises to work better together.

In summation, he stated he could not support giving away more public right-of-way.

Satterfield said the legislation was about vacating an alley, and that the discussion had little to do with that by including the projects that surround the area. He said some criticism was warranted: traffic bottlenecks on Third Street, vacating the right-of-ways with no cost to the petitioner and loss of housing. He noted that the eastern gate of the campus deserved more attention, and asked for more active participation from Planning and IU in mitigating the traffic problems in the area -- pedestrian problems, bicycle rider issues and other transportation issues. He said he had issues with the proposal but also acknowledged the university's cooperation in working with the city on sidewalk proposals, and said he would support this request.

Piedmont-Smith said she had been enthusiastic about the project but had second thoughts. She said she had mentioned the vacation request at her monthly constituent meeting and the reaction of constituents was that IU would do what they wanted and the council would let them do it. She said that the constituents told her to ask IU to save the homes or give something in return for vacating the land. She said she had changed her mind after thinking about the feedback, the public good that would come from the project and the prospect of giving away the public's right-of-way for free. She said that the master plan for the university had been approved in March of 2010 and moving some or all of the four homes

on the property could have been planned better. She said there were four vacant lots owned by IU or the IU Foundation within a few blocks of the building site and wondered, again, why those lots couldn't be used. She reiterated that the business of the city was to make sure that there was a public benefit when giving a public right-of-way. She said there were no incentives for IU to work closely with the city if there were no teeth in the request process. She said that closing this alley would exacerbate the traffic on Third Street between Mitchell and High Streets. She added that there were probably other places where the new residence building could have been sited where a right-of-way would not have to have been vacated.

She said that the building looked nice, would be built anyway, and that she appreciated the efforts of the university to employ Green Building techniques but said that LEED Certification did not consider usable buildings demolished for a project, and that it should. She said that in light of the traffic issues, the assumption by the university that the vacation would be approved, and the public benefit not being great enough in giving this land to IU, she would vote 'no' on this item.

Sturbaum said that a monkey wrench should not be thrown into these plans because of the alley vacation. He said, he too, had dealt with what he considered an insensitive manner of the university's relationship to the city, but thought that their attitude had changed. He said that the vacation request had come to the council late in the overall process, and would have liked for that to happen sooner, but that there had been opportunities early on for Bloomington Restoration to make arrangements with the houses. He said he regretted that something had not been worked out for the salvage of the houses, but thought it would be irresponsible to not pass this vacation. He added that he thought the university and city should interact in a predictable way. He stated his support for the project.

Sandberg expressed discomfort with what she perceived as an "us vs. them" mentality. She said collaboration and cooperation with trusting relationships was a better way of doing business than tactics of 'making' someone do something. She said the public good would be residences in the core of the university rather than the downtown area which she said was saturated with student housing. She said that IU Master Plan was reviewed last year and that we should continue to respectfully act with the university. She also noted that IU had thought that the alleys had already been vacated, and so acted with the best of intentions. She stated her support and hoped that the trustful relationships would continue in the future.

Mayer talked of the university's purchase of many parcels of land in his neighborhood for a previous expansion plan which is no longer part of the Master Plan. He said in that light, this vacation was a good deal and a good project. He said he was not sure if it would add traffic through the neighborhood, but that the city needed to think about the traffic in this area, especially on Third Street and adjoining roads. He voiced his support for the vacation.

Volan said that the project was presented to the council at the last minute, that the council was told that the project was on a tight deadline, that there was no traffic data to accompany this request, and asked Sandberg what good faith effort was made on the part of the university. He questioned the increase in on-campus housing when he said that the IU Master Plan called only for the new Union Street residences. He said the good faith effort required more invitations into IU's internal processes rather than what he called the 'mixed bag' approach. He said he had advocated for first floor retail in the newest student residences on 10<sup>th</sup> and Union, saying it was the very thing that the Growth Policies

Ordinance 11-08 (cont'd)

Plan called for and should be included in the IU Master Plan. He added that it was only because of this long discussion, and another pass, that IU would work more closely with the city the next time one of these issues comes forward.

The motion to approve Ordinance 11-08 received a roll call vote of Ayes: 5, Nays: 2 (Volan, Piedmont-Smith).

It was moved and seconded that Ordinance 11-07 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the committee recommendation of do pass 5-0-4. It was moved and seconded that Ordinance 11-07 be adopted.

Ordinance 11-07 To Amend Title 15 of The Bloomington Municipal Code Entitled "Vehicles And Traffic" - Re: Various Changes, Including But Not Limited to, Creating a Schedule for Pedestrian Hybrid Beacon Signals (BMC 15.12.030 – Schedule D[2]), Lowering Speed Limits on Neighborhood Streets from 30 mph to 25 mph (BMC 15.24.020 – Schedule I), and Clarifying the Notice Period Before Cars May be Towed (BMC 15.48.010)

Volan moved and it was seconded that the council divide consideration of Ordinance 11-07 into a series of questions, instruct the council staff to compile the sections which receive a majority vote into one ordinance with sections appropriately numbered for signatures and codification.

Motion to divide the question.

The motion to divide the question received a roll call vote of Ayes: 5, Nays:2 (Mayer, Satterfield)

First Section included the lines in Section 14 that proposed alternate parking on West Seventh Street between Oak and Maple Street.

Question – Item One - Section 14 Proposed Alternate Side Parking W Seventh Street from Oak to Maple

Susie Johnson, Director of Public Works, explained that the neighbors in the area had approached the city for help in slowing traffic on Seventh Street, and this proposal was the result of that collaboration. She said the Traffic Commission had approved the request.

Volan asked who thought of the idea for staggered parking, to which Johnson answered that the neighborhood association requested it. Volan asked the date of the Traffic Commission meeting. Johnson said it was in May.

A call for public comment on this section brought the following people to speak:

Veda Stanfield said there were concerns about bicycles and pedestrians on Seventh Street from Maple to Elm because there were no sidewalk extensions. She said alternate side parking would be an inexpensive, but safe way to protect them.

Burhan Elturam, a Seventh Street resident and bicycle rider, relayed his perspective on traffic patterns in the area and asked the council to take this step to prevent any accidents from happening.

Marc Haggerty said he worked in the neighborhood and was concerned about the foot traffic between the Banneker Center and Fairview School. He said the traffic circles have helped, but he supported the proposed measure for additional safety.

Wayne Young, a Seventh Street resident, said parking on the opposite side of the street from one's house would add only eight steps for some folks and that alternate side parking would protect the kids who walk on the street.

Mayer said he would support this proposal. He said that traffic counts and speed studies were requested. He noted that in four sections of

Seventh Street none of the speeds exceeded 29 mph. Wisler said he was sympathetic to the cause, but the solution proposed was 'over engineered.' He said it would slow speeds, but said it was not automatically safer. He said he worked in the area, and understood the issue, but thought the street in this proposal would look more like an obstacle course, and with zigzagging traffic would not be safer. He said the right solution would be to create parking on one side, a painted bike lane on the other with a yellow line in the middle to create the illusion of a narrower street. He said on-street parking created more of a buffer, but alternate side parking with the intersection islands created too many distractions for drivers, and would not be safer.

Sturbaum said he respectfully disagreed with Wisler, saying that slower traffic was safer traffic as it gave people more time to react. He said when the driving became more complex the message to the driver was to slow down and pay attention. He said the experts in this situation were the three people who lived in the area who have experienced traffic in the area.

Satterfield noted that the traffic studies indicated speeds of less than 30 mph, while he was sure that the perceived speed was higher. He said as a bicycle rider he was concerned with the area available for both bikes and cars. He said that the neighborhood association had asked for this measure, and although he didn't really agree with the proposal, he would support the item. He added that that he would discourage projects like this in the future, saying that the 'big picture' of the area needed to be addressed, not just part of the area.

Volan said he agreed that slower was safer, and said logically then, the intersection at Sare and Rogers would be safer without a roundabout. He also noted that other portions of this ordinance would lower speed limits on city streets. He said he could support the proposal because he thought it would help drivers to slow down, but wanted to be persuaded by more council comment.

Piedmont-Smith said that slower was safer, and if obstacles were added in the street, drivers would drive slower and be more aware of pedestrians. She said that the same plan had worked well on West Sixth Street, and it might work as well on West Seventh Street.

Wisler said that if as a driver your attention was focused on the middle of the street, it would be difficult to pay attention to a pedestrian on the side of the street. He said traffic should be slowed in a way that would not be so distracting to the driver that they would not be paying attention to the sides of the street.

Sturbaum said that 15% of drivers on the street were traveling faster than 29 mph, and reminded the council that the Traffic Commission was unanimous in its approval of this measure. He called this a 'queuing street', where a car approaching another would wait for the oncoming car to pass before going on. He said it was important to support the request of the neighbors, and then evaluate whether the design needed to be changed later.

Sandberg said she appreciated the definition of 'queuing street' and was not for inconveniencing drivers, but thought that drivers would adjust to this plan, and was comfortable supporting it.

Volan said this would provide more parking and would slow traffic. He asked why there could not be parking on both sides of the street. Justin Wykoff, Manager of Engineering Services, said that in residential areas there needed to be 7 feet for a parallel parking space on each side of the street with two 10 foot travel lanes that would be wide enough to



accommodate fire vehicles. He said that was a total of 34 feet and Seventh Street was roughly 26 feet wide, and could only accommodate one parking lane and two travel lanes of 9 feet each.

Question – Item One Section 14  
(cont'd)

Piedmont-Smith said that she had experienced this type of parking situation in the past and said that she believed it worked and that she would be voting yes.

The motion to approve Item One (Section 14) of Ordinance 11-07 received a roll call vote of Ayes: 6, Nays: 1. (Wisler)

Motion to approve Item Two (Section 8) of Ordinance 11-07 received a roll call vote of Ayes: 7, Nays: 0

Question – Item Two included Section 8 - converting Smith Avenue between Washington Street and Lincoln Street from a One-Way (Eastward) to a Two-Way Street.

Susie Johnson, Director of Public Works, said that the Traffic Commission approved this proposal, and that the Project School administration and Parks and Recreation administrators of the Allison Jukebox and Kid City were consulted about the change. She said they fully supported the change allowing cars to queue on Smith Street to pick up students.

Volan asked about a previous proposal of a dedicated bike lane on this block of Smith. Johnson said that with this question of having two-way traffic there would be no room for a bike lane. Responding to questions from Volan, she said the street was about 19 feet wide, and that the Traffic Commission considered this request in April. Upon further questioning, Wykoff said that this change had been discussed formally or informally since the last traffic change on Smith.

Wisler asked about Smith Road between College and Walnut. Wykoff said it had always been a two way street and would remain so in this proposal.

Piedmont-Smith said this issue was discussed at one of her constituent meetings, and added that it looked more like an alley. To her question Wykoff said that the platted right-of-way was actually 20 feet wide. He said it was only 15 feet wide between the Chocolate Moose and the Project School.

There were no public comments on this question.

Wisler said his son would be going to the project school soon and that he would be giving this traffic configuration a thorough testing.

Volan noted that Smith Road would, after this change, be a two way street except for the one block between Walnut and Washington. He said that one way section bothered him, but thought the rest of the two- way direction was fine and would support this change.

The motion to approve Item Two (Section 8) of Ordinance 11-07 received a roll call vote of Ayes: 7, Nays: 0.

Motion to Adopt Amendment #1 to Ordinance 11-07 received a roll call vote of Ayes: 6, Nays: 1 (Volan)

Amendment #1 This amendment will allow a bike lane to be added to east side (up-hill) side of Rogers Street from Kirkwood to 11<sup>th</sup> Street by shifting 2-hour limited parking from the east side to the west side of Rogers Street between Sixth and Eleventh Streets. This change was heard And approved by the Traffic Commission.

Sandberg introduced this amendment and said that Susie Johnson, Director of Public Works, could answer any specific questions.

Volan asked when this was brought to the Traffic Commission and why it was being added to the ordinance. Johnson said the street was recently paved and needed striped, and that to wait for another legislative cycle wouldn't be prudent considering the traffic volume.

Volan asked about the timing of the idea, and Johnson said that it was discovered that while the street was being paved, the idea of the change was brought forward.

Wisler verified that all the parking would be moved to the west side of the street.

Sturbaum asked about the number of parking spaces, to which Wykoff said that there would be 65 spaces on the west side instead of the former 62 spaces on the east side. Johnson said that this side was chosen for the bike lane because it was an uphill and bicyclists would be going slower.

Piedmont-Smith asked about the marking of the street. Johnson said that the T-boxes would be used for parking spaces, and that once the traffic was used to being shifted to the east side, it wasn't her intention to maintain that marking.

Volan noted that there was one objection at the Traffic Commission and asked about the nature of that objection. She said that Mr. Keller from Keller Heating and Cooling objected because he wanted the parking to remain directly in front of his business.

Satterfield asked about parking for the Keller Heating and Cooling, to which Wykoff noted the parking adjacent to the building on Seventh Street would still be available to Keller, along with a loading space in that area.

Piedmont-Smith asked what the public notice about this amendment had been. Johnson said she had talked to Mr. Keller earlier in the day, despite the fact that there was no requirement for a public notice on an amendment.

There was no public comment on this amendment.

Volan said he encouraged the idea of a bike lane, but that there was not enough notice of this particular change. He said he could vote for this later, but not at this time.

Satterfield said that he had seen that signs were posted on that street for some time.

Wisler said this change was exactly right, with visible markings that would command respect and attentiveness from drivers. He said this was the route he took to work every day and didn't seem sudden to him.

Piedmont-Smith said she was glad to see the bike lane, but wondered about the connectivity of the bike lane with other areas. Johnson said that bike lanes would be continued to be added as roads are paved and marked. Piedmont-Smith said she looked forward to a bike lane being extended to South Rogers near her home.

The motion to approve Amendment #1 to Ordinance 11-07 received a roll call vote of Ayes: 6, Nays: 1 (Volan).

Motion to adopt Item Three of Ordinance 11-07 received a roll call vote of Ayes: 7, Nays: 0

Johnson continued to explain the remaining sections of the ordinance. She explained reasons for codifying stop conditions, yield conditions, pedestrian beacons, and new signalized intersections.

Item Three - All remaining sections of Ordinance 11-07 including Sections 1-7, 9-13, portions of Section 14 not included in Item One, and Sections 15-26

She said that the remaining proposed sections changed the speed limit on neighborhood city streets to 25 mph.

She noted that collector streets and arterials would be studied to see if the speed limits needed to be lowered as well. She noted several limited parking spaces on Kirkwood were being changed to two-hour parking. She noted the codification and marking of Union Street between Seventh and 10<sup>th</sup> Streets which were currently unmarked. She noted several new bus zones, removal of some parking spaces to conform to new uses and practices. She noted changes in the permit schedule to eliminate the mention of fees for less complicated updating for the future. She also noted a change in the hours of notification for no parking sign postings.

Piedmont-Smith asked about bus zones. Johnson said that these were needed in places where there's a lot of parking so that there would be room for busses to pull out of traffic to load and unload passengers without parked cars in the area to prevent complete pull off. Wykoff noted that on the newly paved West Third street these areas were in the form of an indented curb area of the street.

Sturbaum asked when the bus shelters would go up on West Third Street. Johnson said there were no immediate plans for the shelters. In answer to another question by Sturbaum related to this section, Johnson explained that employees of businesses on Kirkwood who were eligible for parking permits in the neighborhood parking zone (by virtue of the location of their business) would be specifically prohibited from purchasing visitor passes, and noted that those visitor passes were intended for residents' use.

Mayer asked about a new sign in the City Hall parking lot, and Johnson noted that parking was more of a premium due to the new recycling center, and the sign was erected to help an employee who was pregnant and unable to walk long distances from the garage or other parking spaces in the extreme heat of the summer.

A call for public comment brought the following persons to comment: Brenda Ogborn, a 26-year resident of Bloomington, said that while she wished to speak to the issue of reduced speeds in neighborhoods, she perceived the history of the council and administration to be anti-vehicle and anti-driver citing traffic calming speed bumps on Covenanter several years ago, the concrete barriers on Lincoln Street, the zigzag concrete barriers on West Third Street, the round barriers on the near west side, the last two roundabouts that she said were too small, a stop sign erected at Bainbridge and Elliston by the request of one person, and the stop sign and crosswalk on Henderson at Allen Street. She said the council sent mixed messages in wanting to reduce speed on residential streets, and yet not wanting to add more traffic to Third Street by vacating an alley. She said she examined the crash report from 2007-2009 and said accidents occurred with bicycles and pedestrians not in the neighborhoods, but on main thoroughfares. She wondered if the proposed reduced speed limits would lead to the elimination of concrete barriers, speed bumps and other traffic calming devices. She said that she would like to see larger notices posted along each street and every intersection of proposed changes for at least 30 days. She said she opposed making traffic more difficult and restrictive.

Marc Haggerty said he drives continually around the town in his work, and welcomes narrowing of streets, adding that it was not an inconvenience. He welcomed the recent traffic calming in his neighborhood and said it changed the neighborhood for the better.

Piedmont-Smith commented that Ms. Ogborn was one of her constituents and that she wanted to address her criticisms, but Ogborn had left the meeting at this point. She said that there were differing points of views and that she had heard from residents in the areas where changes were made that they were pleased with the traffic calming measures. She said that her decisions were not anti-car but 'pro' all kinds of safe transportation with the view that fewer people will drive in the future because of an exorbitant cost of fuel. She noted that the traffic calming noted by Ogborn did not make it impossible to drive, but to make it more important to slow down and pay attention for the safety of all. She invited Ogborn to contact her directly.

Sturbaum said this legislation didn't ask people to not drive on streets, but to drive slower and safer. He said little changes are friendly reminders to make for safer neighborhoods, and he said he doesn't regret the changes made.

Volan said that Ms Ogborn was one of the most well spoken people who had appeared in the council chambers and regretted that she left before she had a chance to hear any comments regarding her statement. He said he hoped that in the future vehicle and traffic legislation would be brought forth in smaller chunks so that people would not have to wait for 3.5 hours to make a statement such as hers.

He said that sometimes there was not enough public notice for discussions and that traffic plans should be neighborhood-wide, not dealt with one street at a time.

Referring to Ms Ogborn's statement, he said he would rather have carbon emissions rather than faster cars. He noted that narrowing streets might be the reasons that there are fewer accidents on neighborhood streets. He said he was not opposed to vehicles, but rather to the prioritization of cars.

Sandberg said that this ordinance was smaller based on the council's request for smaller multifaceted traffic ordinances. She said work sessions and smaller portions of traffic issues were part of what the Public Works Department was doing in response to that request.

The motion to approve Item Three (all remaining sections of Ordinance 11-07 including Sections 1-7, 9-13, portions of Section 14 not included in Item One, and Sections 15-26 received a roll call vote of Ayes: 7, Nays: 0.

There was no legislation for First Reading at this meeting.

LEGISLATION FOR FIRST  
READING

There was no change to the council schedule at this meeting.

COUNCIL SCHEDULE

There was no public input at this point in the meeting.

PUBLIC INPUT

The meeting was adjourned at 11:20 pm.

ADJOURNMENT

APPROVE:

ATTEST:

Susan Sandberg, PRESIDENT  
Bloomington Common Council

Regina Moore, CLERK  
City of Bloomington