

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA**

August 23, 2023

**4:30 P.M. –In-person and Virtual Hybrid meeting
City Hall, Council Chambers**

Online link: <https://bloomington.zoom.us/j/6359441221>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial in: +1 312 626 6799 US (Chicago)

- I. Call to Order**
- II. Approval of Minutes**
- III. Communications from Commission**
- IV. Public Comment***
- V. Reports from Staff**
- VI. Old Business***
- VII. New Business***
 - A. TC-23-06: Alley Stop Sign Installation on Alleys Along Driscoll Street –
Ryan Robling, Planning Services Manger
 - B. TC-23-07: Stop Control at 11th/Fountain and Crescent/Fountain
Intersections – *Neil Kopper, PE, Senior Project Engineer*
 - C. TC-23-08: No Parking Signs on the South Side of the 300 Block of E.
Southern Drive – *Kyle Baugh, Engineering Technician*
- VIII. Traffic Inquiries:**
- IX. Adjournment:**

Next meeting – September 27, 2023 – City Council Chambers

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

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

**TRAFFIC COMMISSION
STAFF REPORT**

Case #: TC-23-06
Date: August 2023

FROM: Ryan Robling, Planning Services Manager, Planning and Transportation Department

REGARDING: Alley Stop Sign Installation on Alleys along Driscoll Street.

Location: The intersections of the north-south alleys on E Driscoll Street between S Henderson St and S Palmer Ave



Description and Purpose: This item originated as a result of multiple reports from area residents of high travel speeds on the two alleys: one between S. Henderson St. and S. Dunn St., and the other between S. Dunn St. and S. Palmer Ave. Additionally, there have been

reported observations of limited adherence to the requirement that vehicles traveling on alleys stop at intersections.

The dimensions of both alleys exceed the standard width of alleys in the city, measuring at 13.5'. Conversely, E. Driscoll St. is marginally narrower than other neighborhood residential streets at 14.5'. The comparable dimensions of these alleys to the adjacent streets have potentially resulted in their feeling and functions in a manner similar to neighborhood streets. The City has received past reports of elevated travel speeds on both alleys which prompted the installation of temporary speed cushions. Staff reviewed the five-year crash data for the area along E. Driscoll St. and found a single reported crash. However, it appears unlikely that the inclusion of a stop sign would have prevented that specific occurrence.



Most alleys do not have stop signs, but traffic on the alley is required to stop with or without a posted stop sign. Posting stop signs may be beneficial in these locations because this alley operates similar to a street.

Title 15 Changes:

Indiana Code indicates that drivers already must stop at these two intersections (relevant quote pasted below), but Bloomington Municipal Code also individually codifies every stop sign.



IC 9-21-8-42 Sidewalks; approaching from an alley, driveway, or building Sec. 42. A person who drives a vehicle within a business or residence district that is emerging from an alley, a driveway, or a building shall stop the vehicle immediately before driving onto a sidewalk or into the sidewalk area extending across an alleyway or a private driveway.

In order for these stop signs to be installed, Section 15.12.010, Schedule A "Stop Intersections" would need to be edited with the following changes.

SECTION 1. Section 15.12.010, entitled "Stop Intersections" shall be amended by adding the following from Schedule A:

Add

TRAFFIC ON	SHALL STOP FOR TRAFFIC ON
Alley between Dunn Street and Henderson Street	Driscoll Street
Alley between Dunn Street and Palmer Avenue	Driscoll Street

Recommendation: Staff recommends that Traffic Commission forward the Title 15 changes to Council with a positive recommendation.



**TRAFFIC COMMISSION
STAFF REPORT**

Case #: TC-23-07
Date: August 23, 2023

FROM: Neil Kopper, PE, Engineering Department

REQUEST: Stop Control at 11th/Fountain and Crescent/Fountain Intersections

Location: 11th/Fountain and Crescent/Fountain Intersections

Description and purpose:

The City's B-Line Connection Project will link the existing B-Line Trail terminus at Adams Street with the multiuse path on 17th Street near the I-69 overpass. The project's route is along the eastern edge of Fountain Drive to Crescent Road, then north along the eastern edge of Crescent Road to 17th Street. The project will reconstruct the intersection of Fountain Drive at Crescent Road and also modify the intersection of Fountain Drive at 11th Street. This project provides an opportunity to reevaluate the traffic control at each of these intersections.

The Indiana Manual on Uniform Traffic Control Devices (MUTCD) provides guidance regarding assignment of right-of-way at intersections. Recommended factors for consideration include traffic volumes and intersection geometry. The MUTCD states that "In most cases, the roadway carrying the lowest volume of traffic should be controlled. A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study."

Crescent/Fountain Intersection:

Currently, this intersection is aligned based on the roadway network that was in place before construction of the I-69 project. The following image shows that 17th Street previously did not connect across I-69 (formerly IN-37), and Fountain Drive (formerly Vernal Pike) did continue west across I-69. Under those conditions, the intersection alignment was logical to maintain a straight path for the majority of traffic.



Google Earth Imagery dated 5/18/2015

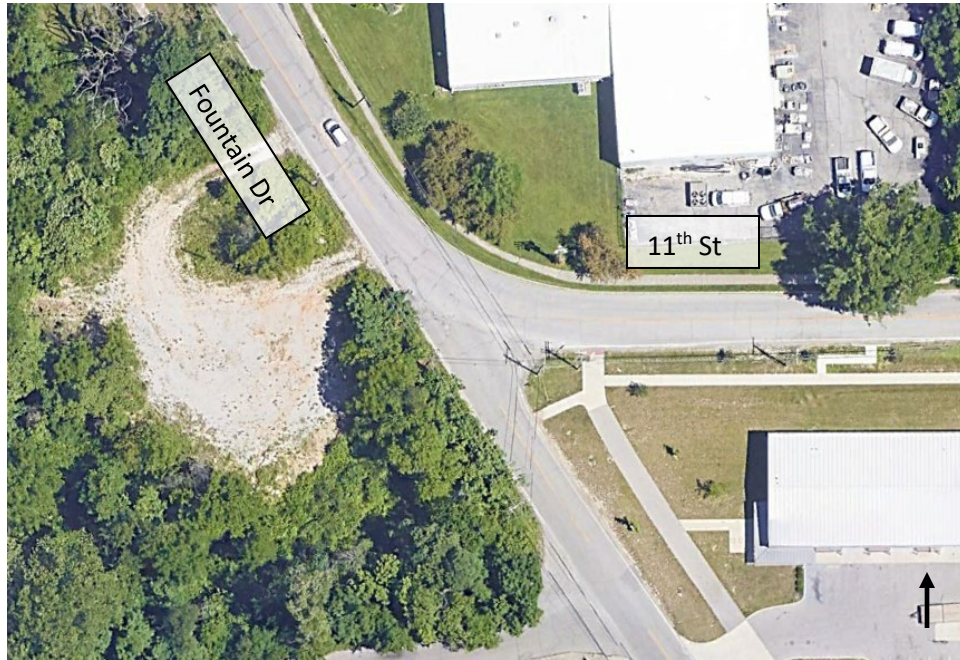
The image below shows that under current conditions, Fountain Drive does not connect west across I-69, and 17th Street does connect across I-69. With this change, and the associated change in traffic volumes, the more logical alignment is for eastbound Fountain Drive to stop for the majority of traffic traveling straight along northbound Fountain Drive and southbound Crescent Road. During reconstruction of the intersection as a part of the B-Line Connection Project, the intersection geometry will be modified to reflect that alignment.



Google Earth Imagery dated 6/18/2022

11th Street/Fountain Intersection:

Currently at this intersection, traffic traveling northwest on Fountain Drive stops while southbound and westbound traffic have right-of-way through a curve. The image below shows a current aerial view of this intersection. Traffic counts indicate that the volumes on Fountain Drive, both north and south of the intersection, are higher than traffic volumes on 11th Street. Based on both the intersection geometry and the traffic volumes, it would be more logical for 11th Street to stop for traffic on Fountain Drive. That stop control would also be more beneficial for users of the new multiuse path that the project will construct along the east side of Fountain Drive.



Title 15 Changes: In order for these stop control changes to be implemented, Section 15.12.010, Schedule A “Stop Intersections” would need to be edited by deleting and adding the following:

Delete

TRAFFIC ON	SHALL STOP FOR TRAFFIC ON
Crescent Road	Fountain Drive
Fountain Drive (Westbound)	Eleventh Street

Add

TRAFFIC ON	SHALL STOP FOR TRAFFIC ON
Fountain Drive (Eastbound)	Crescent Road
Eleventh Street	Fountain Drive

Recommendation:

Staff recommends approval of this item to be forwarded to City Council as part of a future Title 15 update.



**TRAFFIC COMMISSION
STAFF REPORT**

Case #: TC-23-08
Date: August 23, 2023

FROM: Kyle Baugh, Engineering Technician, Engineering Department

REQUEST: No parking signs on the South side of the 300 block of E Southern Drive

Location: 300 block of E Southern Drive

Description and purpose: This item originated from reports from the Sanitation Division that sanitation trucks are unable to reach solid waste carts along East Southern Drive west of South Grant Street due to vehicles parking on both the north and south sides of the road, which makes the road too narrow for waste collection vehicles to travel. This requires Sanitation Division personnel to hand pull solid waste carts from the homes located west of Grant Street. Additionally, this may pose a risk for emergency services to be able to access these locations if needed.

On low volume streets such as Southern Drive we typically allow for self-regulation of parking unless we see evidence of issues. When a vehicle is parked on the north side of Southern Drive there is roughly 17 feet from the side of the vehicle to the curb on the southern side. Title 15 of Bloomington Municipal Code includes the following requirement:

15.32.140 - Obstructing traffic.

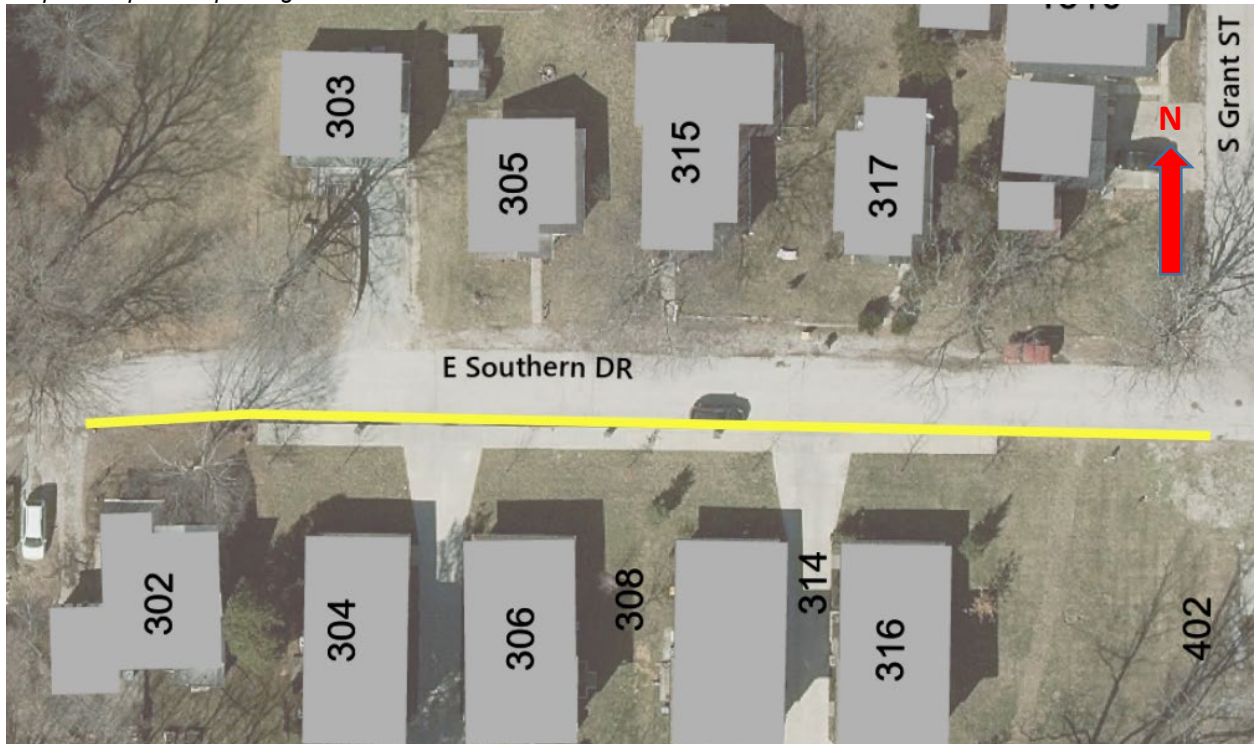
No person shall park any vehicle upon a street, other than an alley, in such a manner or under such conditions as to have available less than twelve feet of the width of the roadway for free movement of vehicular traffic.

Current condition – view facing west of vehicles parked on the north and south sides of Southern Drive



The Image below illustrates the proposed no parking zone that would increase the accessibility for the Sanitation Division and emergency services to the dead end.

Proposed update – parking restrictions on the south side of the 300 block of East Southern Drive



Title 15 Changes:

Additions to [15.32.080](#)

Street	From	To	Side of Street	Time of Restrict
Southern Drive	South Grant Street	West to Dead End	South	Any time

Recommendation:

Staff recommends that the Commission forward the Title 15 changes to Council with a positive recommendation.