City of Bloomington
Common Council

Legislative Packet

Regular Session

20 May 2009

Office of the Common Council
P.O. Box 100
401 North Morton Street
Bloomington, Indiana 47402

812.349.3409

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http://www.bloomington.in.gov/council

City of Bloomington Indiana

City Hall
401 N. Morton St.
Post Office Box 100
Bloomington, Indiana 47402

Office of the Common Council
(812) 349-3409
Fax: (812) 349-3570
email: council@bloomington.in.gov

To: Council Members
From: Council Office
Re: Weekly Packet Memo
Date: May 15, 2009

Packet Related Material

Memo
Agenda
Calendar
Notices and Agendas:
None

Legislation for Final Action:

- **Res 09-12** To Approve Recommendations of the Mayor for Distribution of Community Development Block Grant (CDBG) Funding Under The American Recovery and Reinvestment Act of 2009
  - Memo from Lisa Abbott, Director of Housing and Neighborhood Development (HAND) Department; Map of the Area; Map of the Proposed Sewer Line

  Contact: Lisa Abbott at 349-3576 or abbottl@bloomington.in.gov

Legislation and Background Material for First Reading:

Traffic Calming Proposals – General Information

- Neighborhood Traffic Safety Program (NTSP)
- Chapter 15.26 of the Bloomington Municipal Code Entitled (Neighborhood Traffic Safety Program)

- **Ord 09-09** 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 Near Westside Neighborhood (on West Seventh Street)
  - Map of Area;
  - Memo from Justin Wykoff, Manager of Engineering Services;
  - Exh. A - Application and Signatures for Traffic Calming Devices;
  - Exh. B - Ballot, Ballot Area, and Ballot Results;

- Exh. C - Traffic Counts Before and After Installation of the Devices;
- Exh. D - Proposed Traffic Calming Devices – Map Followed by Depictions of Each Device

Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov or Sara Kloosterman at 349-3591 or kloostes@bloomington.in.gov

- **Ord 09-10** 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 Diamond Gardens / J. N. Alexander Neighborhood
  - Map of Area;
  - Memo from Justin Wykoff, Manager of Engineering Services;
  - Exh. A - Application for Traffic Calming Devices;
  - Exh. B - Ballot, Ballot Area, and Ballot Results;
  - Exh. C - Traffic Counts Before and After Installation of the Devices;
  - Exh. D - Proposed Traffic Calming Devices – Map Followed by Depictions of Each Device

  Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov or Sara Kloosterman at 349-3591 or kloostes@bloomington.in.gov

Minutes from Regular Session:

None

Memo

Reminder: *Jack Hopkins Social Services Pre-Allocation and Allocation Meetings Next Monday and Thursday*

One Item Ready for Final Action and Two Items Ready for Introduction at the Regular Session on Wednesday, May 20th

There is one item ready for final action and two items ready for introduction at the Regular Session next Wednesday – all of which can be found in this packet.

Final Actions

Item One – Res 09-12 – Approves $224,578 in Supplemental Community Development Block Grant (CDBG) Funds for 2008 – To Install a Sanitary Sewer Line on Country Club Drive in Conjunction with a Sidepath

Res 09-12 approves the Mayor's recommendations for the allocation of $224,578 in supplemental 2008 Community Development Block Grant (CDBG) funds under The American Recovery and Reinvestment Act of 2009 (otherwise known as CDBG-R funds). As Lisa Abbott, Director of HAND, alluded to during her presentation of the CDBG allocations for 2009 and elaborates upon in her Memo to the Council regarding this action, Congress recently allocated $1 billion to States and localities in CDBG-R funds as part of a stimulus package that is to be processed "on an expedited basis."

With that in mind, the Department of Housing and Urban Development (HUD) has imposed a "tight timeline" for States and localities to submit their proposals for use of these funds and has modified or waived many of the usual procedures which assure local input. States and localities who fail to meet these deadlines will lose access to these funds. Here, HUD notified the HAND Department on May 6th that it must have an amendment to their 2008-2009 Annual Action Plan ready for public comment by May 26th and then submit that amendment to HUD by June 5th. In order to meet that timeframe, the Council discussion of the resolution next week will serve as the required public hearing on the matter.

HUD provided further guidance on both the timing and nature of eligible projects. First, in regard to timing, it requires cities to propose projects that are "shovel ready" and where at least half of funds are spent within 120 days after the contract has been signed. Second, in regard to the nature of the projects, it requires that the funds be used to "stimulate the economy through measures that modernize the Nation's infrastructure, improve energy efficiency, and expand educational opportunities and access to health care." Toward this end, HUD "strongly urges that (the City) use CDBG-R funds for hard development costs associated with infrastructure activities that provide basic services to residents or that promote energy efficiency and conservation through rehabilitation or retrofitting of existing buildings." For those of you who might be thinking of implementing the Green Building Ordinance with this money, please note that CDBG-R funds *cannot* be used for buildings where the business of government is conducted.

Given these parameters, the HAND department and Mayor recommend allocating the CDBG-R funds toward improvements along Country Club Drive and in the following manner:

Acquisition of Right-of-Way - The City is already acquiring right-of-way for a sidepath and this will hasten the process.	**$45,000**
Construction of a Sanitary Sewer - This money would install 1,250 linear feet of sewer from Milton to Rockport Road (see Exhibit A) and allow 11 parcels and 20 existing housing units to switch from septic to a sewer line. Note that one of these parcels has five units that have been vacated due to a failing septic system. Infusion of this $100,000 will also allow the HAND department to use the Neighborhood Improvement Grant money initially targeted for this project for another purpose.	**$100,000**
Construction of a Sidepath - This stretch of sidepath will run from Rockport Road to South Rogers and be funded from CDBG money as well as other sources. When completed, there will be a continuous sidepath from Walnut to 500' west of Adams Circle.	**$68,350**
Administration *(a little under 5%)*	**$11,228**
Total	**$224,578**

Two Traffic Calming Proposals Ready for First Readings

Introduction to the Neighborhood Traffic Safety Program (NTSP):

There are two ordinances in this packet which are coming forward under the procedures set forth in the Neighborhood Traffic Safety Program (NTSP) *(enclosed)*, which was adopted in 1999 (with passage of Ord 99-16) and is incorporated into Chapter 15.26 of the BMC *(enclosed)*. The NTSP is intended to promote safe, livable and engaged neighborhoods as well as assure the efficient use of public resources. It sets forth procedures for the permanent installation of devices to control the speed of motor vehicles which incorporate the following *Policies*:

- Encourage through-traffic to use higher classification arterials;
- Bring education, enforcement and sound engineering methods to bear on each project;
- Limit traffic calming to local streets and neighborhood collector streets that are primarily residential in character (i.e. at least 75% of the properties on the street frontage are zoned residential) and limit the level of diversion of vehicles on neighborhood collectors to a parallel local service street to no more than 150 vehicles per day (Note: The appropriate level of diversion of vehicles from one local street to another is to be decided by the Bicycle and Pedestrian Commission and Engineering Staff on a project by project basis.);
- Preserve reasonable access and circulation by emergency and safety service vehicles;
- Encourage access and mobility by pedestrians and bicyclists, enhance access by residents to transit, and maintain reasonable access for automobiles; and
- Require the Engineering Department to follow (within limits of available and budgeted resources) certain procedures when processing requests and before permanently installing traffic calming devices. At a minimum, these procedures include:
    - Submittal of project proposals;
    - Citizen participation in the development and evaluation of the plan;
    - Communication of any test results and specific findings to area residents, businesses, emergency services and affected neighborhood organizations; and
    - Review by the Common Council.

Item One – <u>Ord 09-09</u> - Amending Chapter 15.26 of the BMC Entitled "Neighborhood Traffic Safety Program" (NTSP) by Authorizing the Installation of Traffic Calming Devices on West Seventh Street

<u>Ord 09-09</u> amends of Chapter 15.26 of the Bloomington Municipal Code to authorize traffic calming devices in the Near Westside Neighborhood. More specifically, it amends Schedule J-1 to authorize three traffic circles and two street narrowing devices in the following locations as indicated in the enclosed map:

Street	From (or At)	To	Type of Devices
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

NTSP Procedures

The following paragraphs briefly describe the steps taken in the interest of the Near Westside Neighborhood Association request, as indicated in the memo and material provided by Justin Wykoff, Manager of Engineering Services.

Step One - Application - October 2006

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 October 2006 and endorsed by Councilmember Sturbaum. (See Exh. A)

The application says that residents have "noticed increased traffic on (West) 7th Street that often moves dangerously fast." It attributes this condition to the fact that West 7th Street serves as a quicker and more convenient route for many motorists who would otherwise travel east and west between Rogers and Adams Street on nearby through-streets because those streets either have stop lights (Kirkwood) or traffic calming (West 6th Street).

The application also recounts incidents experienced by residents due to these conditions that include:

- Cars nearly hitting pedestrians at the crest of the hill on West 7th;
- Cars nearly hitting bicyclists at West 7th and Rogers (despite that fact that West 7th serves as a bike route); and
- Cars damaging or totaling other cars which enter West 7th from side streets.

It also expressed concerns for the children who cross the street to go to Fairview School, the Banneker Community Center, Rev. Ernest D. Butler Park, and Girls, Inc.

Given those conditions the application called for:

- Crosswalks with flashing lights at Rogers and Fairview and an ordinary cross walk at the Banneker Center;
- A traffic circle at Waldron;
- Stop ahead signs for all 4-way stops; and
- School zone speed limits.

Step Two - Verify the Petition, Assess the Problem, and Consult with Safety Services – January 2004

Under Step Two, the Engineering Department collects preliminary information about the conditions in the area, verifies the sufficiency of the petition, and consults with safety services. Here, the Department accepted the petition and conducted traffic studies in January of 2004 to ascertain the traffic conditions along West Seventh Street. Those studies indicated that the average daily traffic (ADT) ranged from 1445 at the intersection with Fairview to 1090 at the intersection with Pine. The studies also indicated that the 85th Percentile speed [1] was between 34-32 mph at the intersection with Waldron, 35 mph at the intersection with Oak, 32 mph at the intersection with Fairview and between 28-29 mph at the intersection with Pine. Lastly, those studies acknowledged one accident that was due to a car running a 4-way stop. Please note that the safety services were given an opportunity drive through the test devices in Step 7.

Adams	Pine	Oak	Elm	Waldron	Maple	Fairview	Jackson	Rogers	
	►	►		►		►			7th Street
	ADT 1090 MPH 28-29	ADT 1068 MPH 35		ADT 1288 MPH 34-35		ADT 1445 MPH 32			

[1] The 85th Percentile Speed means the speed of the 85th out of a 100 cars, when the speed of each car is ordered from the lowest to the highest.

Step Three - Bicycle and Pedestrian Safety Commission – December 2006

In Step Three, the Bicycle and Pedestrian Safety Commission considered the petition and staff data on December, 2006 and voted to "validate" the petition which, under the guidelines, constitutes "a commitment to do *something* about the problem."

Step Four - Public Meeting – February 2007

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 – which is the case here - the NTSP also requires the department to notify a larger area of residents. Staff met with 12 residents in the Council Chambers in February of 2007.

Step Five - Preparation of Alternative Designs and Selection of Proposed Plan

Step Five calls for the Bicycle and Pedestrian Safety Commission, staff, and any interested residents to evaluate the proposal 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. This resulted in a proposal for the installation of the following traffic calming devices at the following locations:

Location	**Traffic Calming Device**
At the Entrance to the Neighborhood Next to Rogers	13.5 ’ wide island (which was changed to a street narrowing – see Step 7).
At the Intersection with Oak Street	12’ wide traffic circle (incorporating a manhole)
At the Intersection With Waldron	16’ wide traffic circle (also incorporating a manhole)
At the Intersection with Pine	Mountable traffic circle
At Entrance to Neighborhood Next to Adams Street	Tree plot on the north side of Seventh to narrow the entrance to the neighborhood.

Step Six - Project Ballot – October 2007

Step Six requires staff to ballot the directly-affected households (see Exh. B - Ballot Area - for the map those households which expands when the project street is a neighborhood collector street) and bring the project to the Council only when at least 50% vote in favor of the proposal. In this case, residents returned 82 of the 119 ballots distributed and 59 of those ballots were in favor of the proposal, which constituted a 52.8% level of approval.

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 neighborhood ballot. Here the Department used temporary devices and conducted traffic counts which indicated a "marginal" decrease in speeds. The Department also determined with the help of the Fire Department that the device at the intersection with Adams should be changed. After discussion with the neighborhood association, the Department moved the device to Pine and realigned the north sidewalk at the intersection with Adams to narrow West Seventh. Also, as a result of the construction of the new Fairview school at the corner of 7th and Rogers, the proposed island at that intersection has been changed to a "street narrowing," will probably include a bump-out on the south side, in order to allow the buses to enter from Rogers and line up on the north side of the street.

> Note: West 7th is a Neighborhood Collector Street which, under the guidelines, should not include devices that result in a diversion of more than 150 cars to neighboring local streets. Justin Wykoff surmised that these devices would not have this effect because West 6th already has traffic calming devices and West 8th does not go all the way through to Adams.

Step Eight - Council Action

The guidelines and 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 devices and location to this Schedule J-1.

Subsequent Steps Nine Through Eleven

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). The devices were to be maintained by the Public Works Department, the trees by the Parks and Recreation Department, and the landscaping by the neighborhood association.[2] (Step Eleven) And, after the devices have been installed for six months, the City may choose to reevaluate their effectiveness (Step Twelve).

Item Two - Ord 09-10 - Amending Chapter 15.26 of the BMC Entitled "Neighborhood Traffic Safety Program" (NTSP) by Authorizing the Installation of Traffic Calming Devices in the Diamond Gardens / J. N. Alexander Neighborhood

Ord 09-10 amends of Chapter 15.26 of the Bloomington Municipal Code to authorize traffic calming devices in the Diamond Gardens / J.N. Alexander neighborhood (which is just south and west of the Opportunity House). More specifically, it amends Schedule J-1 to authorize one traffic circle and four street narrowing devices in the following locations as indicated in the enclosed map:

Street	From (or At)	To	Type of Devices
Cottage Grove Avenue	Adams Street	Summit Street	Street narrowing
Cottage Grove Avenue	Intersection of Summit Street		Traffic circle
Monroe Street	Tenth Street	Cottage Grove Avenue	Street narrowing
Tenth Street	Adams Street	Monroe Street	Street narrowing
Summit Street	Cottage Grove Avenue	Tenth Street	Street narrowing

NTSP Procedures

The following paragraphs briefly describe the steps taken in regard to the request from residents of the Diamond Gardens / J. N. Alexander neighborhood, as indicated in the memo and material provided by Justin Wykoff, Manager of Engineering Services.

[2] However, Parks and Recreation now takes care of the landscaping as well.

Step One - Application - November 2004

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. The proposal was initiated in November of 2004 by a resident of the neighborhood and endorsed by Councilmember Sturbaum, who represents that neighborhood. (See Exh. A)

The application for traffic calming was signed by 29 of the 59 eligible households. It stated that the neighborhood had become a "serious safety risk" because of cars that cut through the neighborhood on their way to Adams and West 11th. These cars apparently go over the speed limit, ignore stop signs, and cause accidents. The residents were concerned because of the number of children in the neighborhood and believed that those walking and bicycling through the neighborhood to access the B-Line trail will be at risk as well.

It noted that parked cars and over-hanging vegetation aided in slowing traffic and proposed that:

- the existing, overhanging vegetation be lined with curbs and codified as traffic calming devices;
- traffic islands with lane diverters be installed at three intersections;
- curb bump-outs be installed on two streets; and
- signs be placed at entryways to the neighborhood.

As an aside, and if my memory is accurate, prior to this petition, residents of the neighborhood approached the Council in opposition to City initiative to clear brush from the roadway. At that time, they argued that the roads in the area were much wider than necessary (as a consequence of redevelopment efforts over 30 years ago) and that the existing vegetation helped slow the urge of the motorists to speed through the neighborhood.

Step Two - Verify the Petition, Assess the Problem, and Consult with Safety Services – November 2004

Under Step Two, the Engineering Department collects preliminary information about the conditions in the area, verifies the sufficiency of the petition, and consults with safety services. Here, the Department accepted the petition and conducted traffic studies in November of 2004 to ascertain the traffic conditions in the neighborhood. Those studies indicated that the average daily traffic (ADT) ranged from 171 vehicles

per day (or 3-5 vehicles per hour) to 360 vehicles per day (or 7-8 vehicles per hour). The studies also indicated that the 85th Percentile speed was between 24-26 mph on West Tenth (between Adams and Monroe), 30-31 mph on North Monroe (between Tenth and Eleventh), 13-18 mph on North Summit (between Tenth and Eleventh). The studies also noted that two accidents occurred in the previous four years – one at Summit and Cottage Grove and the other at Summit and Eleventh Street – neither of which would be correctable by the installation of traffic calming devices. Please note that the safety services were given an opportunity to drive through a test installation as noted in Step 7.

Step Three - Bicycle and Pedestrian Safety Commission – February 2005

In Step Three, the Bicycle and Pedestrian Safety Commission considered the renewed petition and staff data on February, 2005 and voted in favor of the petition, which under the guidelines validates it and constitutes "a commitment to do *something* about the problem."

Step Four - Public Meeting – September 2005

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 - which is not true in this case - the NTSP also requires the department to notify a larger area of residents. Staff met with five residents in the Council Chambers in September of 2005.

Step Five - Preparation of Alternative Designs and Selection of Proposed Plan

Step Five calls for the Bicycle and Pedestrian Safety Commission, staff, and any interested residents to evaluate the proposal 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. This resulted in proposals to install following traffic calming devices at the following locations:

Location	Traffic Calming Device
The Intersection of N. Summit and W. Cottage Grove	Traffic circle (See Aerial Photo)
N. Monroe at or near Intersection with W. Cottage Grove	One tapered bump-out and one peninsula (See Map 2)
The Intersection of West Cottage Grove at Alexander	Two tapered bump-outs (See Map 1);
The Intersection of W. 10th and N. Summit	Three tapered bump-outs (See Map 4)
The Intersection of N. Monroe and W. 10th	Peninsula (See Map 5)

Step Six - Project Ballot – August, 2005

Step Six requires staff to ballot the directly affected-households (see Exh. B - Ballot Area - for the map those households) and bring the project to the Council only when at least 50% vote in favor of the proposal. In the event at least 60% of the returned ballots are in favor of the project, but an insufficient number of ballots are returned, then the guidelines call for the Department to send a second ballot to the non-responsive households. The memo indicates that 58 ballots were sent out and 48 returned with 39 voting in favor and 9 voting against - yielding a 67.2% level of approval.

However, there were some irregularities in the process. Under the guidelines the residents are to be notified by "confidential mail ballot(s)" and the response is limited to one per each household. Here, after the initial ballot was sent out by the Department, and only 17 were returned, a resident recirculated ballots which led to another 22 returning to the City. Some of those ballots duplicated the first ones, one was from outside the ballot area, and one raised a novel question about what constitutes a household.[3] After scrutinizing returned ballots and reballots, the City determined that a majority of the affected households responded in favor of this initiative.

[3] The procedures call for one ballot to be sent to a property and that one response be allowed for each household. There was one property at one address that had nine bedrooms. It was treated as one household and accorded one vote.

Note: The ordinance finds that the steps taken were in substantial compliance with the NTSP procedures.

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 and effect on safety vehicles. In the event the test devices do not produce adequate outcomes, the proposal may be returned to Step 5 for additional alternatives and neighborhood ballot. Here the Department used temporary devices and conducted traffic counts which indicated a "slight reduction in speeds at all locations." At this point in the process, the Department invited the police and fire department (there are no school buses that use these streets) to run their vehicles on these streets to see whether the devices unreasonably impeded their mobility. As a result of that testing and after consultation with the residents, the traffic circle at West Cottage Grove and North Summit was changed from a Green to a Mountable Curb Traffic Circle.

Step Eight - Council Action

The guidelines and 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 devices and location to this Schedule J-1. (See Exh. G).

Subsequent Steps Nine Through Eleven

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). The devices were to be maintained by the Public Works Department, the trees by the Parks and Recreation Department, and the landscaping by the neighborhood association.[4] (Step Eleven) And, after the devices have been installed for six months, the City may choose to reevaluate their effectiveness (Step Twelve).

Belated Happy Birthday to Tim Mayer (May 14th)!

[4] See footnote #2.

NOTICE AND AGENDA
BLOOMINGTON COMMON COUNCIL REGULAR SESSION
7:30 P.M., WEDNESDAY, MAY 20, 2009
COUNCIL CHAMBERS
SHOWERS BUILDING, 401 N. MORTON ST.

I. ROLL CALL

II. AGENDA SUMMATION

III. APPROVAL OF MINUTES FOR: None

IV. REPORTS FROM:
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. Resolution 09-12 To Approve Recommendations of the Mayor for Distribution of Community Development Block Grant (CDBG) Funding Under the American Recovery and Reinvestment Act of 2009

Committee Recommendation: N/A

VII. LEGISLATION FOR FIRST READING

1. Ordinance 09-09 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 Near Westside Neighborhood (on West Seventh Street)

2. Ordinance 09-10 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 Diamond Gardens / J. N. Alexander Neighborhood

VIII. PRIVILEGE OF THE FLOOR (This section of the agenda will be limited to 25 minutes maximum, with each speaker limited to 5 minutes)

IX. ADJOURNMENT

Posted & Distributed: Friday, May 15, 2009

City of Bloomington
Office of the Common Council

To: Council Members
From: Council Office
Re: Calendar for the Week of May 18-23, 2009

Monday, May 18, 2009

11:00 am TIP Development Discussion, McCloskey
12:00 pm Bloomington Entertainment and Arts District Advisory Board, McCloskey
4:00 pm Council for Community Accessibility, McCloskey
4:00 pm Common Council Neighborhood Enhancement Award Committee, Council Library
5:00 pm Jack Hopkins Social Services Funding Committee – Preallocation Meeting, Council Chambers
5:30 pm Bicycle and Pedestrian Safety Commission, Hooker Room

Tuesday, May 19, 2009

4:00 pm Board of Public Safety, McCloskey
4:00 pm Community and Family Resources Commission, Hooker Room
5:30 pm Animal Control Commission, McCloskey
5:30 pm Plan Commission Special Hearing (UDO Amendments), Council Chambers

Wednesday, May 20, 2009

9:30 am Tree Commission, Rose Hill Cemetery Office, 930 W 4th St
2:00 pm Hearing Officer, Kelly
7:00 pm Council of Neighborhood Associations, Hooker Room
7:30 pm Common Council Regular Session, Council Chambers

Thursday, May 21, 2009

8:00 am Bloomington Housing Authority, Housing Authority, 1007 N Summit, Community Room
3:30 pm Bloomington Municipal Facilities Corporation, Hooker Room
4:00 pm Jack Hopkins Social Services Funding Committee – Allocation Hearing, Council Chambers
5:30 pm Board of Zoning Appeals, Council Chambers
6:00 pm Homebuyer's Club, Hooker Room
7:00 pm Environmental Commission, McCloskey

Friday, May 22, 2009

11:00 am Common Council Internal Work Session, McCloskey
12:00 pm Economic Development Commission, Hooker Room

National Bike to Work Day!

Saturday, May 23, 2009

8:00 am Bloomington Community Farmers' Market, Showers Common, 401 N. Morton
9:00 am Peak Oil Task Force Editorial Retreat, McCloskey

Posted and Distributed: Friday, May 15, 2009

RESOLUTION 09-12

**TO APPROVE RECOMMENDATIONS OF THE MAYOR
FOR DISTRIBUTION OF
COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDING
UNDER THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

WHEREAS, the City of Bloomington, Indiana, is eligible for Community Development Block Grant (CDBG) funding under the American Recovery and Reinvestment Act of 2009 in the amount of $224,578 for what are known as CDBG-R funds; and

WHEREAS, the American Recovery and Reinvestment Act of 2009 is designed to stimulate the economy through measures that, among other things, modernize the Nation's infrastructure, jump start American energy independence, expand high-quality educational opportunities, preserve and improve access to affordable health care, provide middle-class tax relief, and protect those in greatest need; and

WHEREAS, HUD strongly urges grantees to use CDBG-R funds for hard development costs associated with infrastructure activities that provide basic services to residents or activities that promote energy efficiency and conservation through rehabilitation or retrofitting of existing buildings; and

WHEREAS, this resolution and the proposed use of funds reflects programs recommended by the Mayor and are consistent with the requirements outlined in the Notice of Program Requirements for Community Development Block Grant Program Funding Under the American Recovery and Reinvestment Act of 2009 [Docket No. FR-5309-N-01];

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

SECTION I: The Community Development Block Grant Recovery Act project be approved as follows:

Country Club Drive

Right-of-way Acquisition	$45,000
Sanitary sewer construction	$100,000
Sidepath construction (CDBG-R portion only)	$68,350
Administration	$11,228
Total	$224,578

SECTION II. This resolution shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2009

_____
ANDY RUFF, 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 _____, 2009

_____
REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2009.

_____
MARK KRUZAN, Mayor

SYNOPIS

The City of Bloomington is eligible for a Community Development Block Grant funding under the American Recovery and Reinvestment Act of 2009 in the amount of $224,578 from the Department of Housing and Urban Development. This resolution outlines project recommendations by the Mayor that meet the requirements of this program and, in particular, allocates the funds for a sanitary sewer project on Country Club Drive in conjunction with the installation of sidepath.

Housing and Neighborhood Development

Memo

To: Common Council

From: Lisa Abbott

Date: May 13, 2009

Re: Community Development Block Grant – Recovery Allocation Recommendation

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As noted in my regular Community Development Block Grant process, we are set to receive $224,578 in Community Development Block Grant Program Funding Under the American Recovery and Reinvestment Action of 2009. Per the Notice of Program Requirements, "the Recovery Act appropriated $1 billion in Community Development Block Grant funds to states and local governments to carry out, on an expedited basis, eligible activities under the CDBG program." We received the rules regarding this funding on the afternoon of May 6th and we have to have our substantial amendment to our 2008-2009 Annual Action Plan out for public comment by May 26th and to HUD by June 5th. HUD has made regulatory waivers in order to meet the tight timeline. Because we did not have time to convene the Citizen Advisory Council and take applications; after discussions with HUD and Mayor Kruzan, it was decided that HAND would make recommendations of projects directly to Mayor Kruzan who would forward his recommendation to you. The City Council meeting will serve as our public meeting and our amendment will be posted for public comment on the HAND website, as well as hard copies at the HAND office and the Monroe County Public Library Indiana Room. All public comments must be received in the HAND office no later than June 3rd.

The notice further states, "Funding under the Recovery Act has clear purpose – to stimulate the economy through measures that modernize the Nation's infrastructure, improve energy efficiency, and expand educational opportunities and access to health care." HUD "strongly urges grantees to use CDBG-R funds for hard development costs associated with infrastructure activities that provide basic services to residents or activities that promote energy efficiency and conservation through rehabilitation or retrofitting of existing buildings." The proposed projects also have to be "shovel ready" and we have to have 50% of the funding expended within 120 days of our contract signing.

In order to meet the requirements of expediency and infrastructure, HAND's recommendation to the Mayor and his to you is that we fund three parts of the Country Club project. See outline below:

1. Right-of-way acquisition: ROW acquisition is currently under way to accommodate the Country Club Sidepath using Greenways funding, but in order to expedite acquisition approximately $45,000 will be needed.

2. Sanitary sewer construction: installation of 1,250 linear feet of sewer along Country Club Drive from west of Milton to Rockport Road (see areal map marked as Exhibit A). This

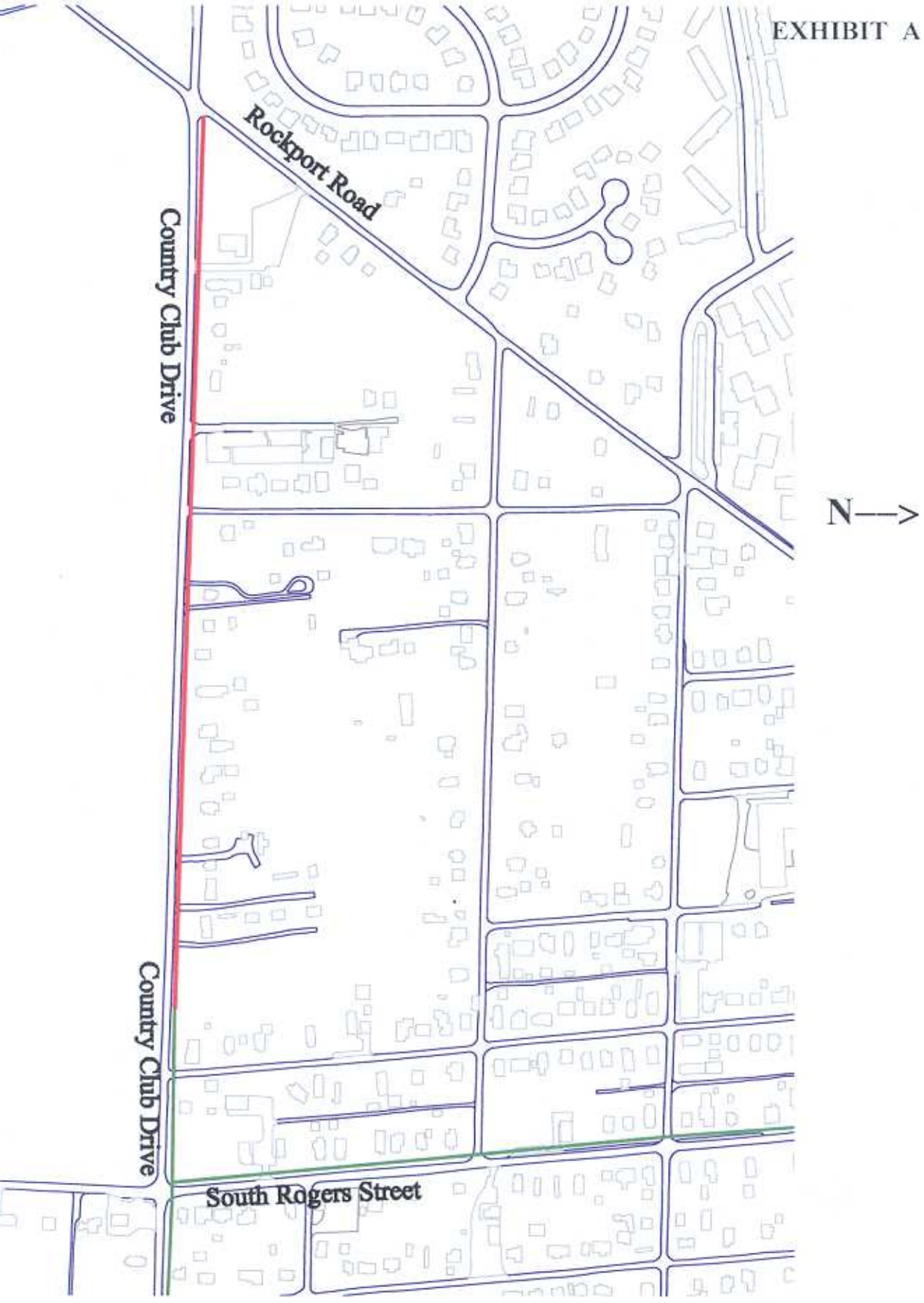
sewer extension will cross 11 parcels and serve 20 existing housing units. This would include a parcel with five housing units on currently vacated due to a failing septic issue.

3. Sidepath construction: The sidepath (see Exhibit B) will complete a needed link along Country Club that will allow for pedestrian and alternative modes of transportation from Walnut Street to approximately 500 feet west of the roundabout on Adams Street. This project has other funding, including 2009-2010 Community Development Block Grant funds, but this will help fill the gap.

Budget:

Right-of-way Acquisition	$45,000
Sanitary sewer construction	$100,000
Sidepath construction	$68,350
Administration (5%)	$11,228
Total	$224,578

EXHIBIT A


Rockport Road
Country Club Drive
Country Club Drive
South Rogers Street
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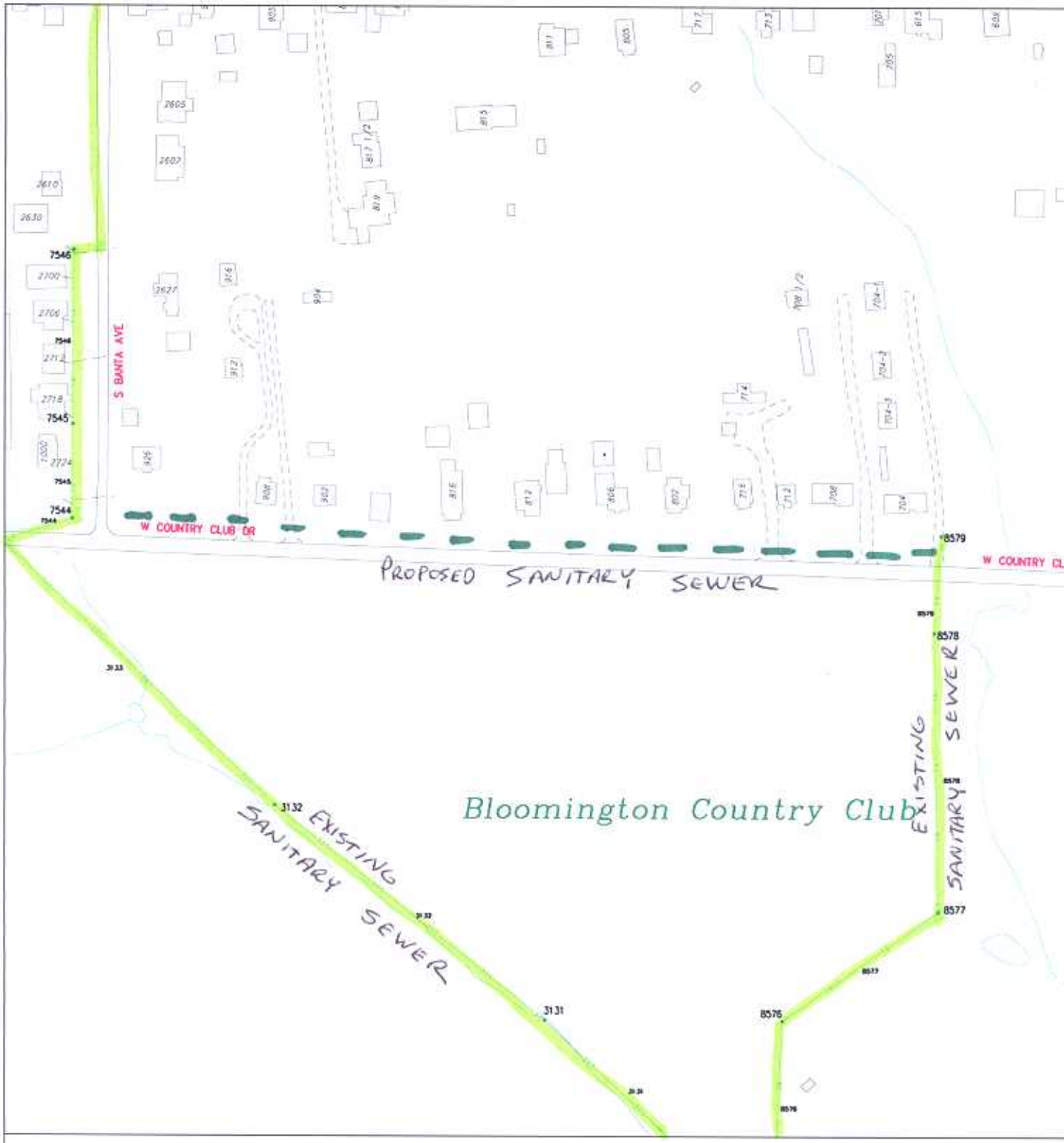

By: woolforr
14 May 09

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City of Bloomington

Scale: 1" = 200'

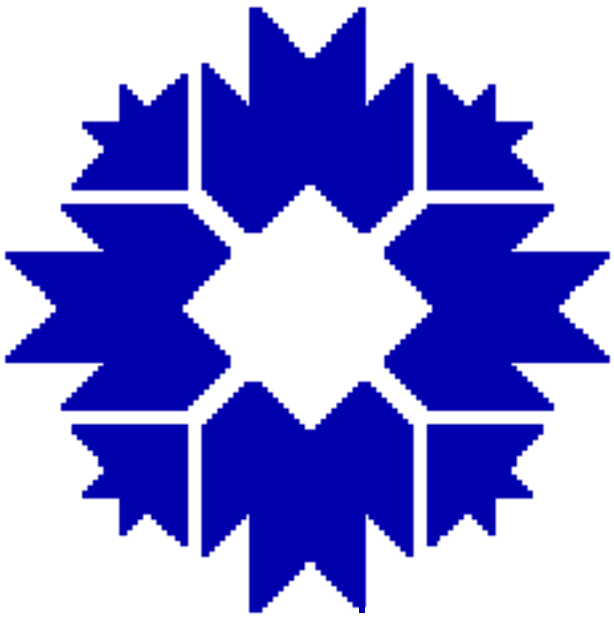
For reference only; map information NOT warranted.

Traffic Calming Proposal – General Information

Neighborhood Traffic Safety Program (NTSP)

Chapter 15.26 of the Bloomington Municipal Code Entitled (Neighborhood Traffic Safety Program)

NEIGHBORHOOD TRAFFIC SAFETY PROGRAM



City of Bloomington, Indiana

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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) for Bloomington neighborhoods.

Objectives

The following objectives of the NTSP are derived from existing City policies and the mission of 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 businesses. 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 bicycles 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 <u>may</u> 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

<u>Local Service Streets</u>:

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% 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.

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

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

CIVIC VALUES

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

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			
Local Service Streets / Neighborhood Collector Streets			
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	
		Yes	No
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 warn 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 85th 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 a favored short-cut. Gaps can be left to allow access by pedestrians and bicyclists.

- 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 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 these special circumstances.

- Design Considerations for “T” 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, ie, “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 continue to replace plant materials.

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 unremovable 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 divert 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).

Chapter 15.26

NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

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')
Azalea Lane, East	Wylie Farm Road	Highland Avenue	Traffic Islands
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')
Morningside Drive	Third Street	Smith Road	Speed Humps (12')
Oxford Drive, South	Thornton Road, East	Arden Drive, East	Speed Table (22')
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
Third Street	West of the intersection at Rogers Street		Street Narrowing
West Third Street	Jackson Street	Walker Street	Street Narrowing Bump Outs
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).

ORDINANCE 09-09

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 Near Westside Neighborhood (on West Seventh Street)

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 Near Westside Neighborhood Association has petitioned the City for the installation of traffic calming devices on West Seventh 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 street narrowing and traffic circles on West Seventh Street;

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 installation of 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

Street	**From (or At)**	**To**	**Type of Devices**
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

SECTION 2. 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 3. 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 _____, 2009.

_____
ANDY RUFF, 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 _____, 2009.

_____
REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2009.

_____
MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance authorizes the permanent installation of a series of traffic calming devices, which include street narrowing and traffic circles, on West Seventh 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.

INTEROFFICE MEMORANDUM

TO: BLOOMINGTON CITY COUNCIL

FROM: JUSTIN D. WYKOFF, MANAGER OF ENGINEERING

RE: NEAR WESTSIDE NEIGHBORHOOD WEST 7TH STREET TRAFFIC CALMING

DATE: MAY 15, 2009

CC: SUSIE JOHNSON, DIRECTOR OF PUBLIC WORKS

SARA KLOOSTERMAN, ENGINEERING FIELD SPECIALIST

Dear Council Members,

The following is a history of the Near Westside Neighborhood West 7th Street Traffic Calming process following the guidelines as set forth in the Neighborhood Traffic Safety Program (NTSP). This neighborhood has worked very closely with us to reach this point in the NTSP and worked to find solutions that work with a high percentage of the neighboring residents which is indicated by the 52.8% approval rating achieved in Step 6 of the Ballot Step.

History

The City of Bloomington originally received the Participation Application for traffic calming on October 1, 2006 from the Near Westside Neighborhood Association. Councilman Chris Sturbaum endorsed this application and signed petitions from the neighboring area were attached.

Step 1 – Apply to Participate

In October of 2006 the Near Westside Neighborhood Association requested that the traffic calming process be started. This request was endorsed by City Councilman Chris Sturbaum. It was determined that the original application, along with a current endorsement by City Councilman Sturbaum, was sufficient to restart the process.

Step 2 – Engineering Staff Review and Preliminary Data Collection

The Engineering department performed traffic studies in January 2007 as part of the NTSP request. The 85th percentile speeds and ADT (Average Daily Traffic) are as follows:

- W. 7th Street West of Waldron St
  - Volume: Combined ADT - 1288
  - 85th Percentile Speed – 34-35 mph
- W. 7th Street West of Oak St
  - Volume: Combined ADT - 1068
  - 85th Percentile Speed – 35 mph
- W. 7th Street West of Fairview
  - Volume: Combined ADT – 1445
  - 85th Percentile Speed – 32 mph
- W. 7th Street W. of Pine
  - Volume: Combined ADT - 1090
  - 85th Percentile Speed – 28-29 mph

Step 3 – BPSC Review of Engineering Studies and Petitions

The BPSC reviewed the N.T.S.P. petition along with additional Engineering information at their December 18, 2006 meeting. BPSC voted in 4-0 in favor of the petition for traffic calming for this neighborhood.

Step 4 – Public Meeting

The public meeting for this project was held on February 26, 2007 at 6 p.m. in the Bloomington City Council Chambers by J.D. Boruff of the Engineering Department. Twelve neighborhood residents attended the public meeting.

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

The Engineering Department, with consultation of neighborhood residents and the Near Westside Neighborhood Association, designed plans that would reduce the speeds along West 7th Street between North Adams St and N. Rogers St. It was determine that a traffic calming device would be placed at the intersections of W. 7th and N. Rogers St., N. Waldron St., N. Oak St, and N. Adams St.

Step 6 – Project Ballot –Questions and Comments were taken at the public meeting concerning the selected form of traffic calming that was to be selected. An Initial and Second ballot was sent out to the petition area. A total of 112 ballots were sent out. 82 ballots, or 73.2%, of the ballots were returned with the results as follows: 59 yes, and 23 no. 52.8% of the total ballots sent out were in favor. The vote has met all requirements of the N.T.S.P. pertaining to the percentage of total ballots returned required to be considered a valid ballot and the percentage of total ballots in favor required for approval.

Step 7 – Testing and Evaluation of Traffic Calming Devices

In this step, the implementations of the selected traffic calming measures are placed on a temporary basis. Along with more traffic counts collected, certain public agencies like Fire Department and the school busses (MCCSC) test their mobility around the traffic calming devices to see if any changes need to be made.

The before-and-after traffic counts taken as part of the testing process showed marginal decrease in traffic speeds at all locations. It was determined by the mobility testing of the Fire Truck that a change would be needed with the traffic calming device at W. 7th St and N. Adams St and W. 7th St. and N. Rogers St. With the consultation of members of the Near Westside Neighborhood Association, it was determined and approved that the traffic calming device be moved to W. 7th St and N. Pine St and also to re-align the North sidewalk at W. 7th St and N. Adams N to narrow the intersection. At the intersection of W. 7th and N. Rogers St, the new design is to be announced at a later date after the completion of new Fairview school. We will be working with the Near Westside Neighborhood Association and the MCCSC to come up with a design.

Council should be aware that W. 7th between North Adams and North Rogers St is classified as a secondary collector. Also, traffic calming measures on W. 7th will divert traffic volume to other neighborhood streets.

Step 8 – Common Council Action

Current status of the Traffic Calming Process

Step 9 – Board of Public Works

If approved by the Council, Board of Public Works approval will be required for the funding and plan for the construction of the traffic calming devices.

Step 10 – Construct permanent Traffic Calming Device(s)

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

Step 11 – Maintenance

All the adjacent property owners must all sign the consent form stating that they will maintain any of the traffic calming device that needs to be maintain

Step 12 – Follow-up Evaluation

The engineering department will do follow-up traffic studies when they see fit to do them.

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

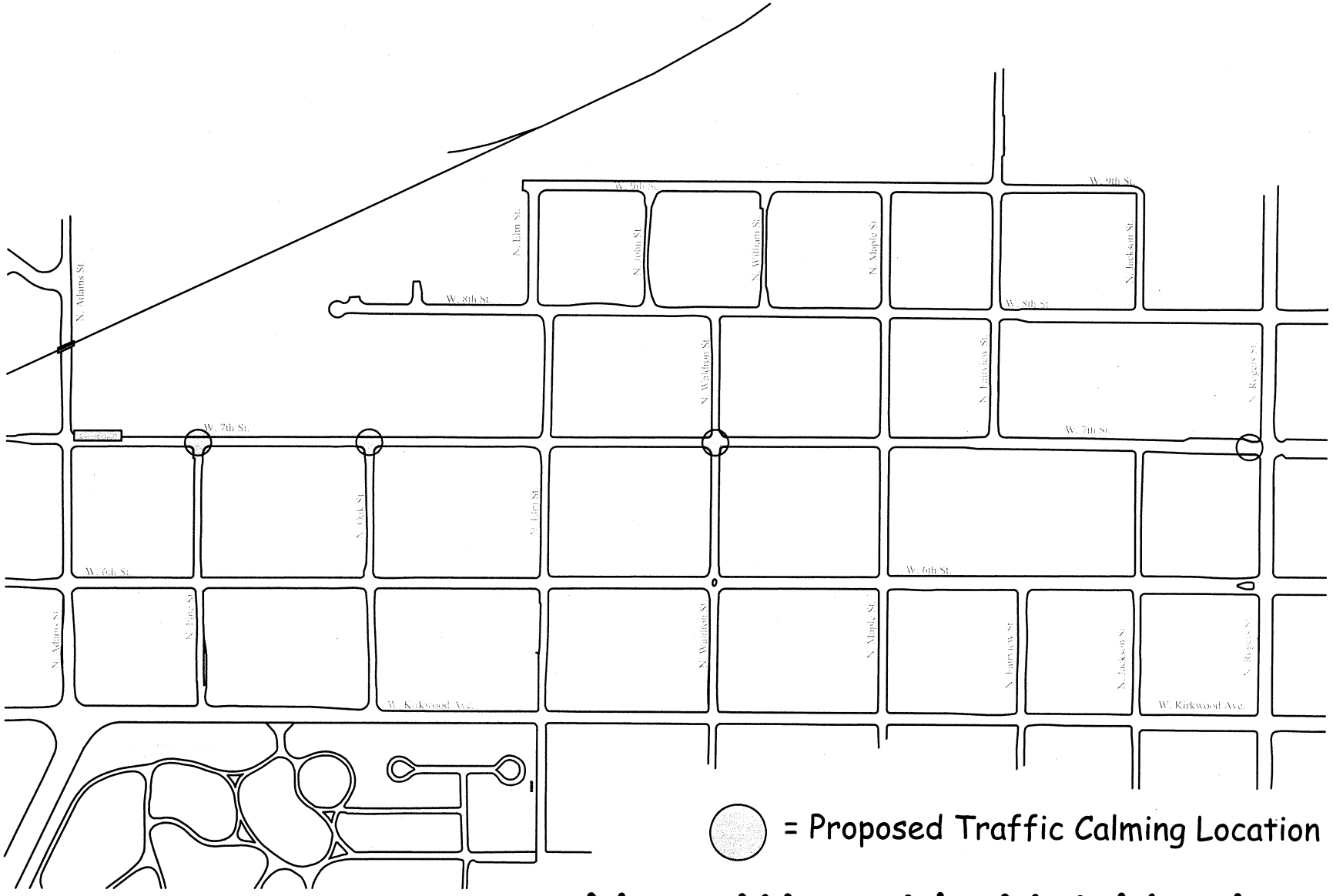
Thank you

Sincerely,

Sara Kloosterman
Engineering Field Specialist
Engineering Division

W. 7th and Near Westside Neighborhood
NTSP Traffic Calming Project
City Council Packet

MAP OF TRAFFIC CALMING AREA



Near Westside Neighborhood

West 7th Street

Proposed Traffic Calming Locations

W. 7th and Near Westside Neighborhood
NTSP Traffic Calming Project
City Council Packet

APPLICATION AND SIGNATURES FOR TRAFFIC CALMING DEVICES

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: Brenda M. McNellen Date:
Telephone #: 812 - 332 - 1861 e-mail: bmcnelle@indiana.edu
Neighborhood Association (If Applicable): Near Westside Neighborhood Association
Street Name(s): W. 7th St.
Section and Township of Neighborhood (If known):
City Councilperson Signature: Chris Sturbaum Date: 10/1/06

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.

Please see the next page.

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.

The 7th St subcommittee of the NWSA, after consultation with neighbors recommends: Crosswalks: school w/flashing lights at Rogers/7th and Fairview/7th; pedestrian at Banneker Ctr. Traffic circle at Waldron and 7th; (school zone) reduced speed limit, and stop ahead signs for 4-way stops.

**********NOTES**********

Neighborhood Traffic Safety Program:
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: J. D. Boruff, (812) 349-3417 or boruffj@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:
J. D. Boruff
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

City of Bloomington, Neighborhood Traffic Safety Program Participation Application

General Description of Problem:

Causes:
The residents of the Near Westside Neighborhood have noticed increased traffic on 7th Street that often moves dangerously fast. We believe that the following causes have contributed to traffic levels and speeds:

- 7th is a straight east-west road that allows traffic to move quickly from one side of Bloomington to the other. This traffic tends to speed because the goal of many drivers is to move through the neighborhood as fast as possible.
- 7th has a four-way stop that enables cars to move across Rogers quickly. 7th Street becomes a more traveled road for those seeking to avoid the light at Kirkwood and Rogers, and also for those avoiding the difficulty of trying to get across 6th Street, which does not have a four-way stop.
- Recent construction on Kirkwood that has channeled cars to 7th Street. Traffic has increased, and now is not moving back to Kirkwood.

Results:
Traffic on 7th Street has resulted in many accidents and near-accidents. People have described pedestrians narrowly avoiding being hit because of the poor visibility due to the hill at the west side of 7th. Bicyclists have narrowly avoided being hit as traffic crosses Rogers into 7th, because of the volume of the traffic, the fact that there is only one drivable lane, and that there is no bicycle lane. Several neighbors have had cars damaged or totaled by cars entering 7th Street and swerving to avoid oncoming traffic. This has also happened at the top of the hill on 7th Street (7th and Pine) where neighbors have had cars damaged by eastbound drivers heading over the hill. Neighbors constantly worry about the children crossing the street from Fairview School and from the Banneker Community Center. For more details, please see the information provided by neighbors in the "incidents" section of this notebook.

Other Factors:
The members of the Near Westside Neighborhood Association feel that 7th Street should is an important location for your consideration of traffic calming sites. In discussing this location we have noted that 7th street:

- is the location of Fairview School
- is on a school walk route
- is the location of the Banneker Community Center
- is a walking route Girls Inc. on 8th St.
- is a designated bicycle route
- has no bike lanes
- is one of the main ways that pedestrians access 9th Street Park
- is within walking distance to public transit

From the 7th Street Sub-committee of the NWSA.
Catherine Beeker, Richard Brown, Burhan Elturan, Brian Richwine, and Glorianne Leck.

We are reporting that we have gathered 36 signatures of residents of 7th St. and therewith are seeking action from the city to calm the traffic speed on 7th St.

We have also received 3 signatures from second residents of the same household where another individual has signed the petition and we actually have three signatures of individuals from one of those households.

In canvassing neighbors on adjoining streets to learn of their views we had 28 neighbors request to sign our petitions as a show of support for the action we seek. Those signatories reside on 8th, 6th, Pine, and Maple Streets.

The committee will meet again on September 11, at 7:00 at Banneker to review our incident reports and to compile our material for Brenda Mc Nellen, President of NWSA, in order that she may prepare our request to be submitted to the Bloomington Dept. of Engineering.

A letter describing the process has been hand carried to all the houses on 7th St.

NTSP Petition

Printed Name	Address	Signature
KATHERINE BEEKER	1125 W. 7TH STREET	
Ephrosina Hawkes	1113 W. 8th St.	
RICHARD C. BROWN	1127 W 7th St	
Suzanne FAULK	1524 W. 8th St.	
Krista Wright	1218 w. 6th street	
Loretta J. Lane	520 West 8th	
Ira Allen	608 W. 8th	
Steve Putnam	620 w 8th St.	
Jed Lorraine	702 W 8th	
KEVIN MARZAHL	712 W. 8th	
Mary Buechley	715 W. 8th	
Nick Fabiadlie	319 N. Maple	
Sophia Hauserman	625 W. 7th	
Gene Arnholt	625 W. 7th	
CARL JAMES	703 W7	
2ND Fabiana Greene	719 W 7th St	
Jacob Groshek	210 N. Maple	
Jacob V	712 W. 6th 7th St	
Amy Starzynski	706 W. 6th St.	
Mike THOMAS	72 W 6th St.	
MIKE WIDICK	803 W 6TH	
Lynda Knight	608 W. 6th	
Brenda M. McNeilan	807 W. 6th	
MAC FREDRICKSON	811 W. 6th	

5 7th St. Signatures 1 second signature same house

NTSP Petition

Printed Name	Address	Signature
Loretta Goodman	827 W. 6th St. Blgtn.	Loretta M. Goodman
Barbara DeLong	822 " 6th St. "	Barbara DeLong
Leif Haggland	823 W 6th St Bloomington, IN	Leif Haggland
DAVID BURATTI	836 W. 6th APT #1 BLOOMINGTON, IN 47404-3634	David Buratti
Tom Flynn	835 W. 7th St	Tom Flynn
ANNA MULLER	902 W 7th Street	Anna Muller
Gretchen Clearwater	827 W 7th St.	Gretchen
Danny Duncan	910 W 7th St	
D. P. Bridgwaters	915 W 7th St.	DAVID P. BRIDGWATERS
MARY M. BRIDGWATERS	915 W 7th St.	Mary Matin Bridgwaters
Sharon Ware	1119 W. 8th St.	Sharon Ware
Barbara Metz	1005 W 7th	Blgtn, dpl
Matt Wysocki	1010 W 7th (for speed reduction on 7th Street)	Matt Wysocki
[illegible]	1011 W 7th Street	
Eric Dalton	1017 W 7th St	
Joel Ulrey	1017 W 7th St	Joel Ulrey
JEFF FLEENER	1025 W 7TH ST	
JAMES O'BANNON	1026 W 7TH ST	James O'Bannon
Flora Thomas	1021 W 7th	Flora Thomas
[illegible]	1233 W 7TH ST	
[illegible]	1230 W 7th St	
[illegible]	217 N Pine St.	
Vanessa Cantrell	217 N Pine St	V. Cantrell

12 7th. signatures 2 second signatures from same house

NTSP Petition

Printed Name	Address	Signature
Burhan Elturan	810 W 7th Str	Burhan Elturan
Russell Salmon	621 W. 7th St.	Russell Salmon
Linda Kelsey	713 W. 7th St	Linda Kelsey
Shane Greene	719 W. 7th St.	
Frank Marshalek	801 W. 7th St.	Frank Marshalek
John GUSAN	823 W. 7TH	John Gusan
Thomas Tuck	931 W. 7th	
Adam Wolf	1011 W. 7th	
Judith Goldstein	835 W 7th	Judith
Selma Blanton	809 W 7th	Selma
Marc Haggerty	1011 W 7th St	
Nicole Wolfersberger	802 W. 7th St.	
MARK LYNCH	817 W 7th ST	
Linda Handelsman	814 W. 7th St.	Linda Handelsman
Warren Young	822 W. 7th	
Tamara Loewenthal	922 1/2 W 7th St	
Michael T. KARES	1000 W. 7th St	
MAURICE LEONARD	1004 W 9th St	
Robin A Purtlebaugh	1023 W 7th	
SUSAN SAVASTUK	707 W. 7th St.	Susan Savastuk

19 signatures on 7th. St. 1 3rd signature same house.

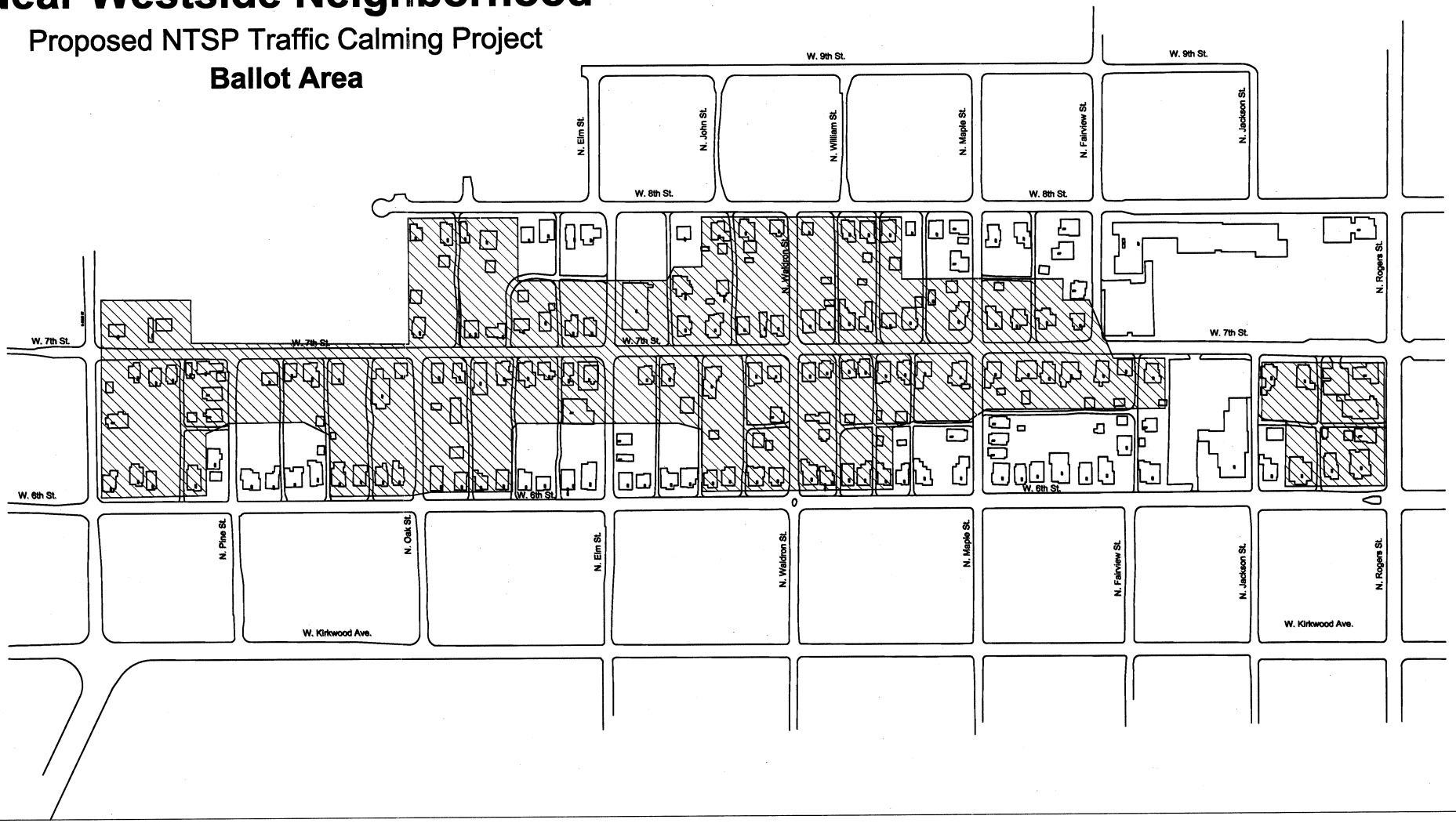
W. 7th and Near Westside Neighborhood
NTSP Traffic Calming Project
City Council Packet

BALLOT, RE-BALLOT, BALLOT AREA, AND BALLOT RESULTS

Near Westside Neighborhood

Proposed NTSP Traffic Calming Project

Ballot Area



Near Westside Neighborhood Traffic Calming Ballot

Please Note: Check only one answer and return this form, along with the Resident Information form, in the postage paid envelope provided.

The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal. The traffic calming measures will be installed on West 7th Street. They would consist of 2 Median Islands, and 2 traffic circles. The median islands would be placed on West 7th Street at the intersections of North Adams Street and North Rogers Street. The traffic circles would be placed at the intersection of West 7th Street and North Oak Street, and the intersection of West 7th Street and North Waldron Street. **Drawings of the proposed traffic calming measures, and their location, have been included with this ballot.**

☐ ***YES***: As a resident in the Near Westside Neighborhood, I ***AM*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

☐ ***NO***: As a resident in the Near Westside Neighborhood, ***I AM NOT*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

No comments written on this form will be considered. Please mark only a "YES" or "NO" vote. If a given response is not marked, this ballot will be considered a non-response, and the Engineering Department may send you a second ballot.

The deadline for returning this ballot is October 26, 2007. If the ballot is postmarked later than October 26, 2007, it will not be included in the final tally. If you have a question or concern, please contact **J. D. Boruff** at (812) 349-3417 or boruffj@bloomington.in.gov.

Near Westside Neighborhood Traffic Calming
Resident Information

Please Note: Fill out this form and return it, along with the ballot, in the postage paid envelope provided.

Please print your name and address so we can verify the eligibility of your response to this survey. The information provided below will be kept separate from the ballot — your name will not be associated with your vote on this issue.

Resident Name: _____

Resident Address: _____

_____

Near Westside Neighborhood Traffic Calming Re-Ballot

You have received this second ballot packet because the City did not receive your confidential vote on the traffic calming project by the October 26, 2007, deadline. A second opportunity to vote occurs when less than 50% of the eligible ballots are mailed back to the City, but at least 60% of those that are returned are in favor of the project. A second ballot is then sent to residences that did not respond to the first ballot.

Please Note: Check only one answer and return this form, along with the Resident Information form, in the postage paid envelope provided. Photocopied ballots, or ballots duplicated by any means, will not be accepted

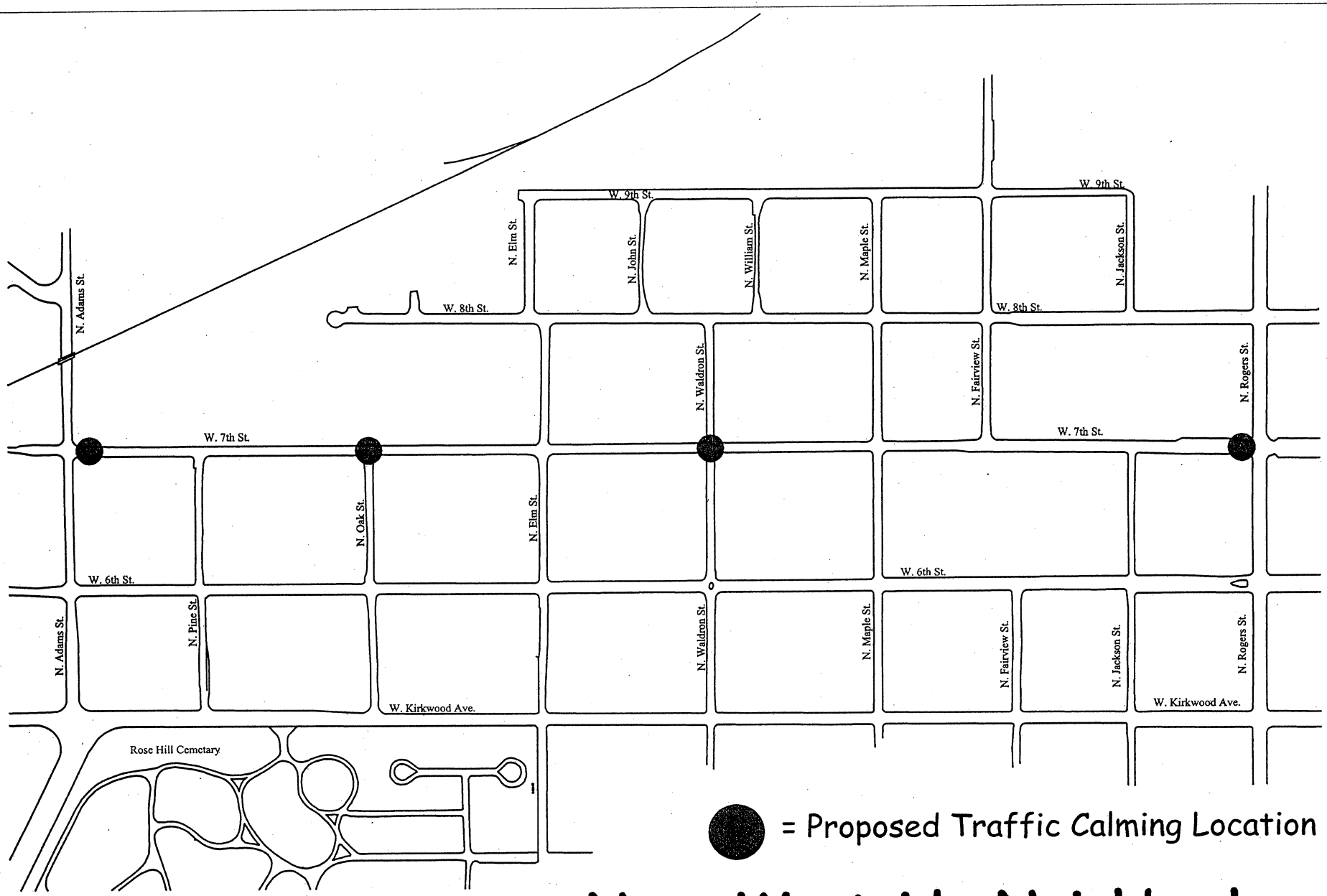
The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal. The traffic calming measures will be installed on West 7th Street. They would consist of 2 Median Islands, and 2 traffic circles. The median islands would be placed on West 7th Street at the intersections of North Adams Street and North Rogers Street. The traffic circles would be placed at the intersection of West 7th Street and North Oak Street, and the intersection of West 7th Street and North Waldron Street. **Drawings of the proposed traffic calming measures, and their location, have been included with this ballot.**

☐ ***YES***: As a resident in the Near Westside Neighborhood, I ***AM*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

☐ ***NO***: As a resident in the Near Westside Neighborhood, ***I AM NOT*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

No comments written on this form will be considered. Please mark only a "YES" or "NO" vote. If a given response is not marked, this ballot will be considered a non-response, and the Engineering Department may send you a second ballot.

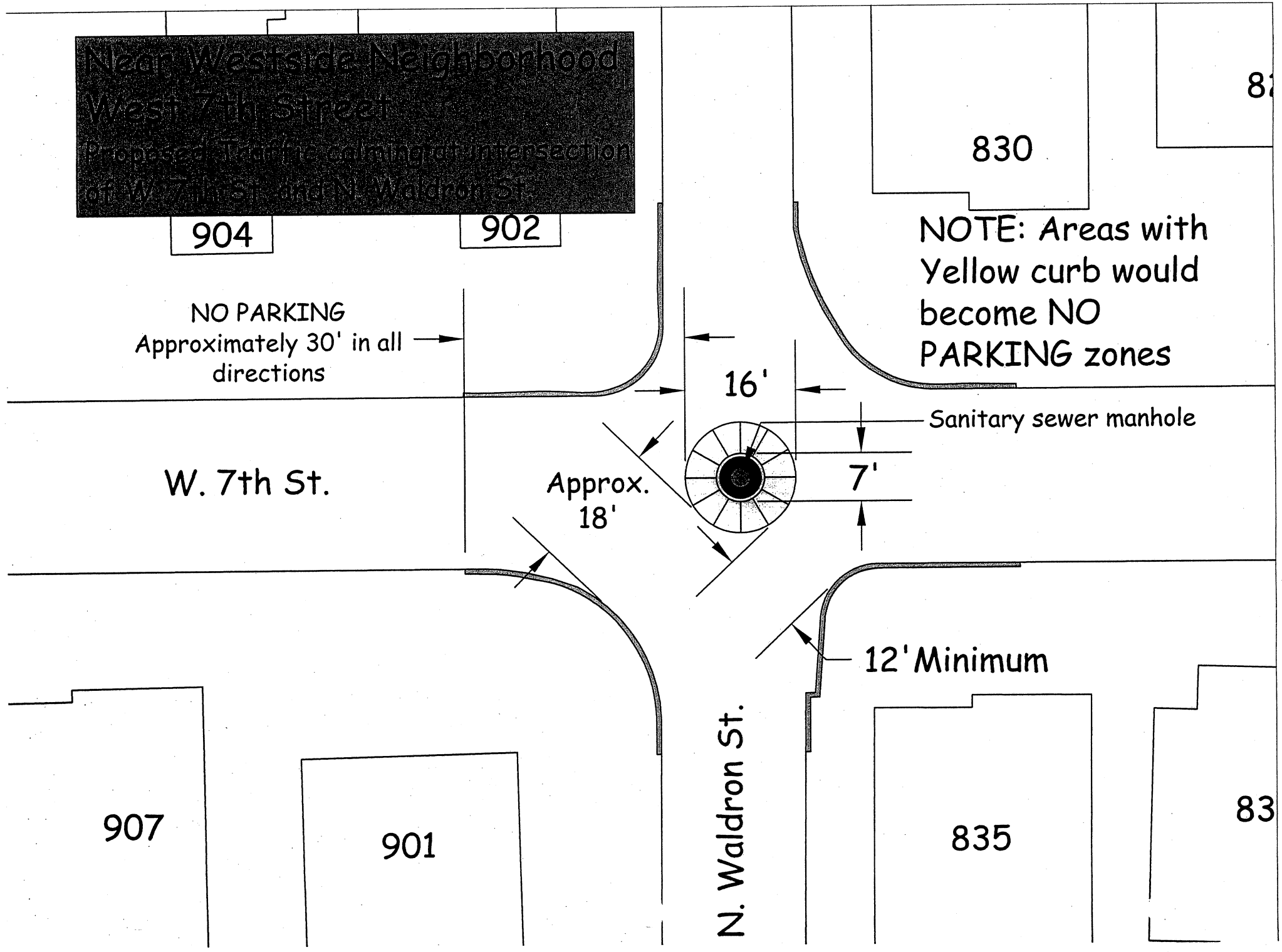
The deadline for returning this ballot is December 14, 2007. If the ballot is postmarked later than December 14, 2007, it will not be included in the final tally. If you have a question or concern, please contact **J. D. Boruff** at (812) 349-3417 or boruffj@bloomington.in.gov.

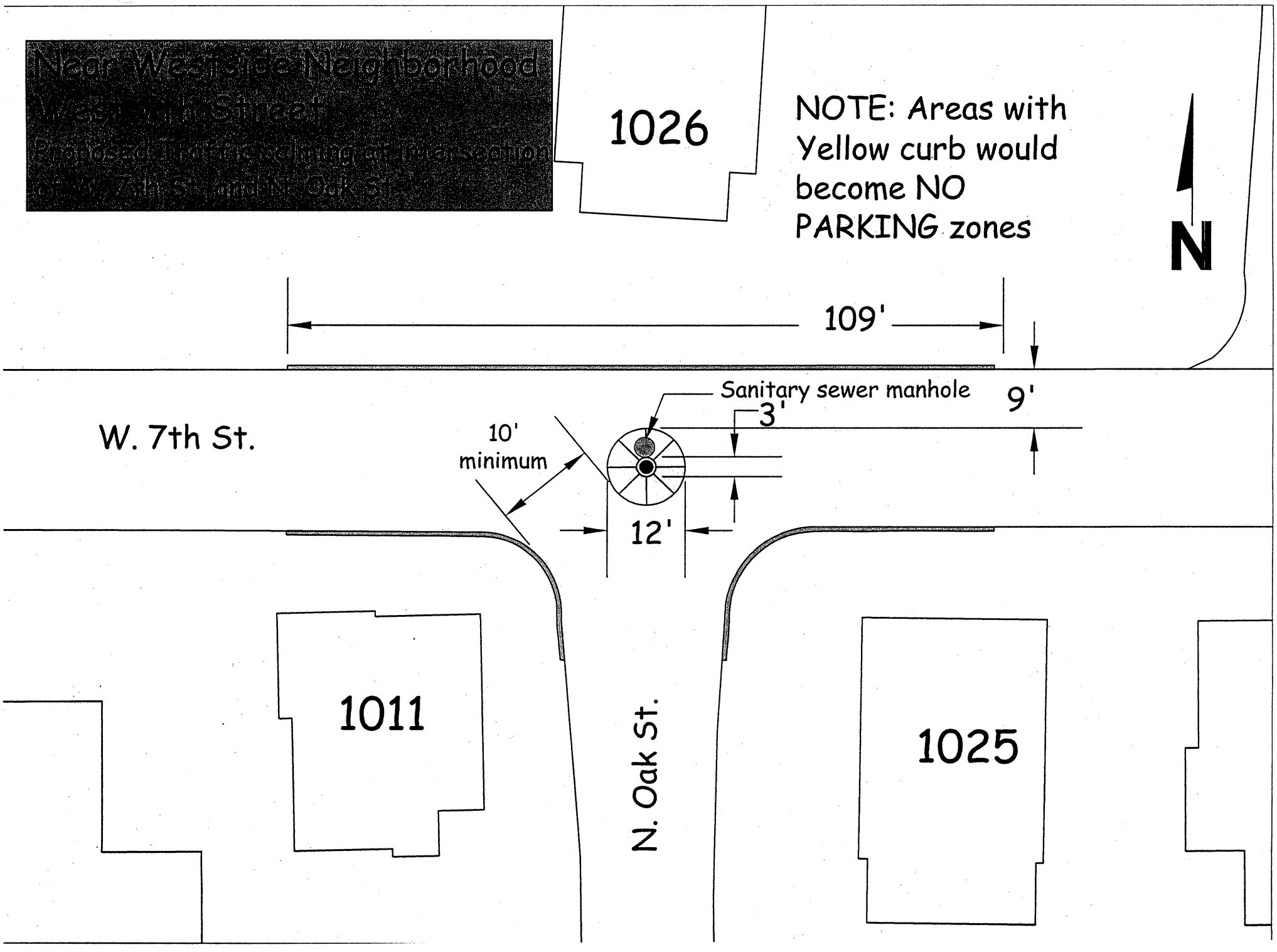


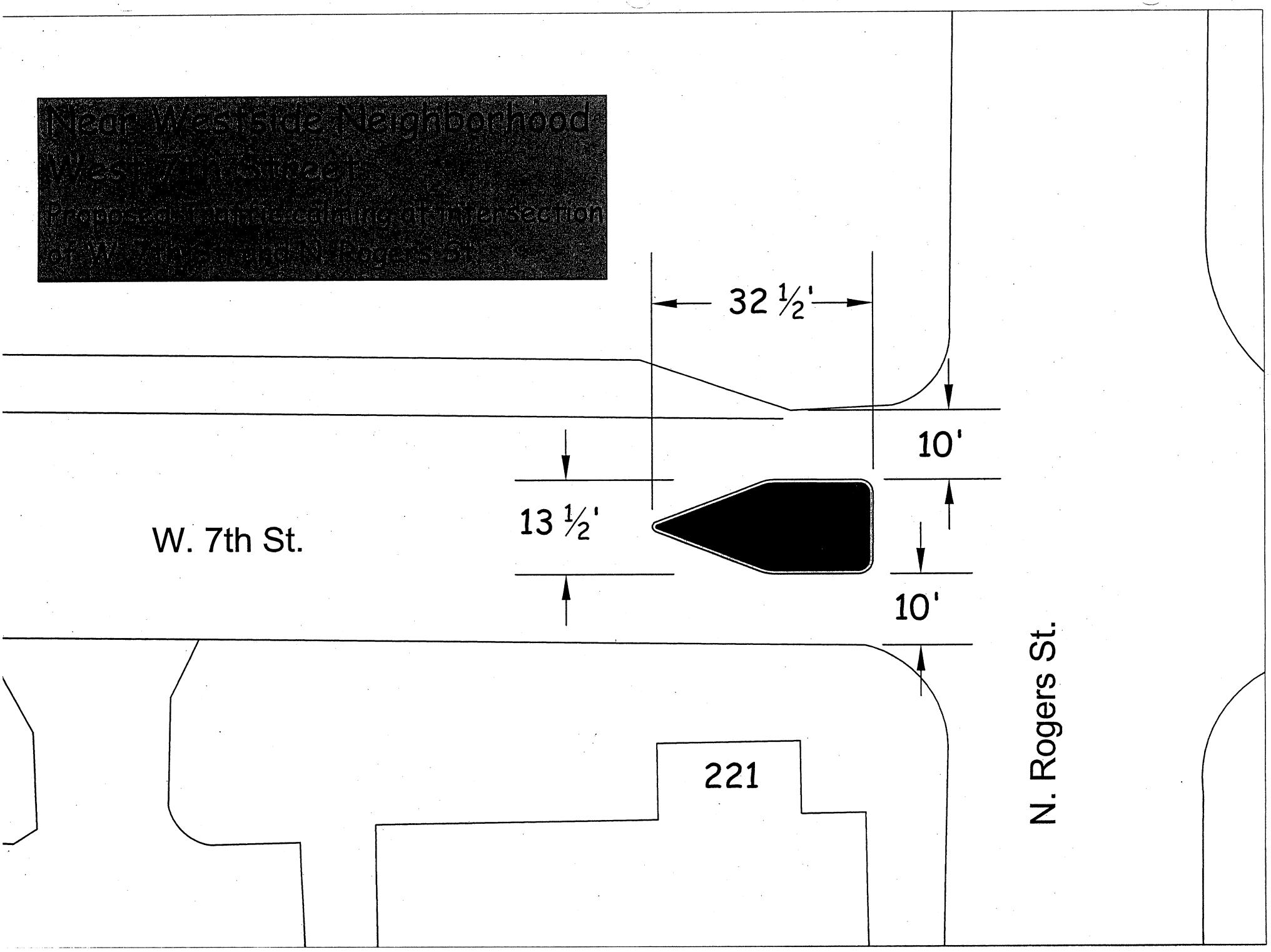
Near Westside Neighborhood

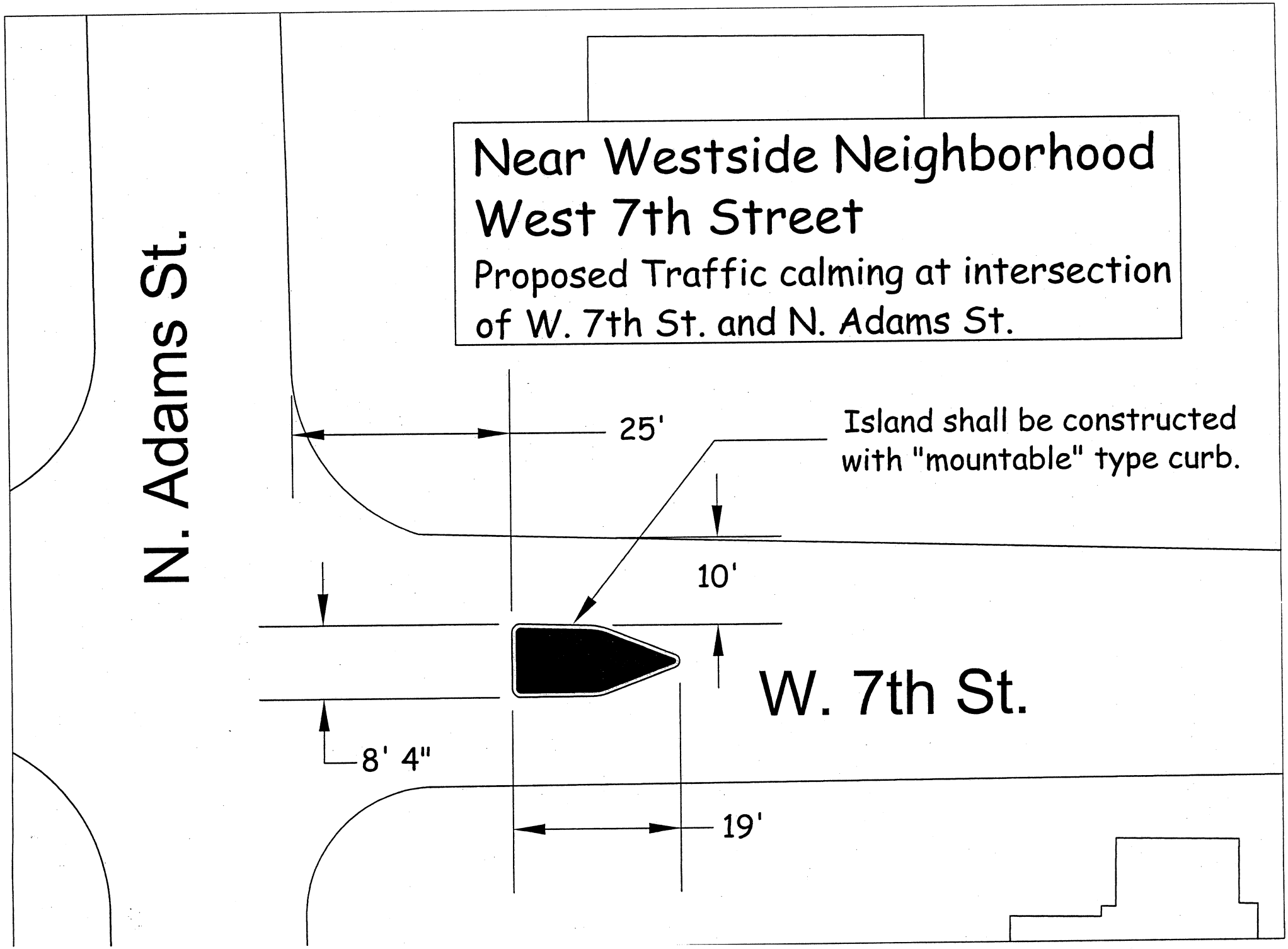
West 7th Street

Proposed Traffic Calming Locations


Near Westside Neighborhood
West 7th Street
Proposed traffic calming at intersection
of W. 7th St. and N. Waldron St.
904
902
830
NOTE: Areas with Yellow curb would become NO PARKING zones
NO PARKING
Approximately 30' in all directions
16'
Sanitary sewer manhole
W. 7th St.
Approx. 18'
7'
12' Minimum
907
901
N. Waldron St.
835


Near Westside Neighborhood
West 7th Street
Proposed traffic calming at the intersection
of W. 7th St. and N. Oak St.
1026
NOTE: Areas with
Yellow curb would
become NO
PARKING zones
N
109'
9'
Sanitary sewer manhole
3'
W. 7th St.
10'
minimum
12'
1011
N. Oak St.
1025


Near Westside Neighborhood
West 7th Street
Proposed Traffic Calming at T Intersection
of W. 7th Street and N. Rogers St.
32 ½'
10'
13 ½'
W. 7th St.
10'
N. Rogers St.
221


Near Westside Neighborhood
West 7th Street
Proposed Traffic calming at intersection
of W. 7th St. and N. Adams St.
N. Adams St.
25'
Island shall be constructed
with "mountable" type curb.
10'
W. 7th St.
8' 4"
19'

Near Westside Neighborhood Traffic Calming Re-Ballot

You have received this second ballot packet because the City did not receive your confidential vote on the traffic calming project by the October 26, 2007, deadline. A second opportunity to vote occurs when less than 50% of the eligible ballots are mailed back to the City, but at least 60% of those that are returned are in favor of the project. A second ballot is then sent to residences that did not respond to the first ballot.

Please Note: Check only one answer and return this form, along with the Resident Information form, in the postage paid envelope provided. Photocopied ballots, or ballots duplicated by any means, will not be accepted

The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal. The traffic calming measures will be installed on West 7th Street. They would consist of 2 Median Islands, and 2 traffic circles. The median islands would be placed on West 7th Street at the intersections of North Adams Street and North Rogers Street. The traffic circles would be placed at the intersection of West 7th Street and North Oak Street, and the intersection of West 7th Street and North Waldron Street. **Drawings of the proposed traffic calming measures, and their location, have been included with this ballot.**

☐ ***YES***: As a resident in the Near Westside Neighborhood, I ***AM*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

☐ ***NO***: As a resident in the Near Westside Neighborhood, *I AM* ***NOT*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

No comments written on this form will be considered. Please mark only a "YES" or "NO" vote. If a given response is not marked, this ballot will be considered a non-response, and the Engineering Department may send you a second ballot.

The deadline for returning this ballot is December 14, 2007. If the ballot is postmarked later than December 14, 2007, it will not be included in the final tally. If you have a question or concern, please contact **J. D. Boruff** at (812) 349-3417 or boruffj@bloomington.in.gov.

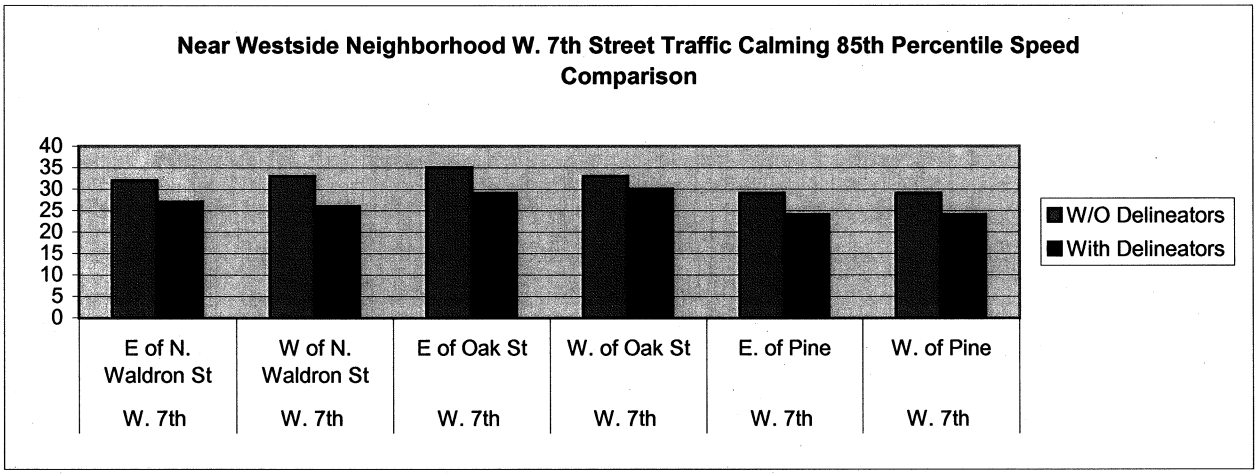
Step 6: Project Ballot

- First vote occurred in October 2007
- Second ballot was sent out in Nov 2007
  - Final Vote count:
    - For – 59
    - Against – 23
  - 52.8 % in favor (51% is needed)

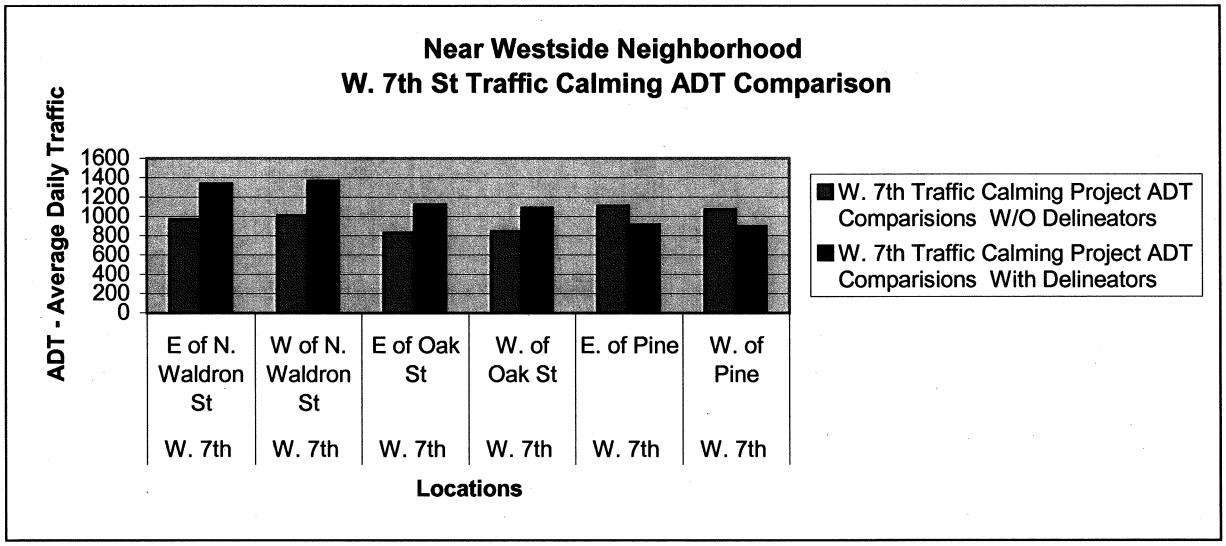
W. 7th and Near Westside Neighborhood
NTSP Traffic Calming Project
City Council Packet

TRAFFIC COUNTS FOR BEFORE AND AFTER INSTALLATION OF THE DEVICES

W. 7th Traffic Calming Project 85th Percentile Speed Comparisons			
		W/O Delineators	With Delineators
W. 7th	E of N. Waldron St	32	27
W. 7th	W of N. Waldron St	33	26
W. 7th	E of Oak St	35	29
W. 7th	W. of Oak St	33	30
W. 7th	E. of Pine	29	24
W. 7th	W. of Pine	29	24



W. 7th Traffic Calming Project ADT Comparisions			
		W/O Delineators	With Delineators
W. 7th	E of N. Waldron St	966	1334
W. 7th	W of N. Waldron St	1005	1364
W. 7th	E of Oak St	825	1120
W. 7th	W. of Oak St	842	1085
W. 7th	E. of Pine	1106	908
W. 7th	W. of Pine	1069	894



Near Westside Neighborhood
West 7th Street
West 7th Street at North Oak Street, North Waldron Street, and North Pine Street
Engineering Study Data Summary

Three types of studies were conducted for this area: Volume, Speed, and Accident Frequency. These studies were conducted as a result of a request for traffic calming in the Near Westside neighborhood which contains the following streets:

West 7th Street at the intersection of North Oak Street
West 7th Street at the intersection of North Waldron Street
West 7th Street at the intersection of North Pine Street

For the Volume and Speed Studies, pneumatic tube-type traffic counters were used to collect the data. Data was collected both with delineators in place and without so a comparison could be made. The City Engineering Department staff placed four counters in the following locations without delineators in place during the week of January 14th, 2008:

West 7th Street west of North Oak Street
West 7th Street east of North Oak Street
West 7th Street west of North Waldron Street
West 7th Street east of North Waldron Street

On October 29, 2008, the City Engineering Department staff also placed 2 counters without delineators:

West 7th Street west of North Pine Street
West 7th Street east of North Pine Street

The City Engineer Department placed four counters at the same previously mentioned locations with delineators during the week of March 31st, 2008 and November 3, 2008.

The traffic counters collected data for more than 48 consecutive hours at the above locations. This insures the most accurate data collection in the event of a random spike in the volume which may result from a public event or sporting event. In this study, all of the data were consistent.

The following data are a comparison of volume and speed both with and without delineators in place:

Traffic Volume:

West 7th Street west of North Oak Street
Total without delineators: ADT of 842 vehicles per day or 35 vehicles per hour
Total with delineators: ADT of 1085 vehicles per day or 45 vehicles per hour

West 7th Street east of North Oak Street
Total without delineators: ADT of 825 vehicles per day or 35 vehicles per hour
Total with delineators: ADT of 1120 vehicles per day or 47 vehicles per hour

West 7th Street west of North Waldron Street
Total without delineators: ADT of 1005 vehicles per day or 42 vehicles per hour
Total with delineators: ADT of 1364 vehicles per day 57 vehicles per hour

West 7th Street east of North Waldron Street
Total without delineators: ADT of 1126 vehicles per day or 47 vehicles per hour
Total with delineators: ADT of 1334 vehicles per day or 56 vehicles per hour

West 7th west of North Pine Street
Total without delineators: ADT of 1069 vehicles per day or 45 vehicles per hour
Total with delineators: ADT of 894 vehicles per day or 37 vehicles per hour

West 7th east of North Pine Street
Total without delineators: ADT of 1106 vehicles per day or 46 vehicles per hour
Total with delineators: ADT of 908 vehicles per day or 38 vehicles per hour

85th Percentile Speed[2]:

West 7th Street west of North Oak Street
Speed without delineators: 33 mph
Speed with delineators: 30 mph

West 7th Street east of North Oak Street
Speed without delineators: 35 mph
Speed with delineators: 29 mph

West 7th Street west of North Waldron Street
Speed without delineators: 33 mph
Speed with delineators: 26 mph

West 7th Street east of North Waldron Street
Speed without delineators: 32 mph
Speed with delineators: 27 mph

West 7th west of North Pine Street
Total without delineators: 29 MPH
Total with delineators: 24 MPH

West 7th east of North Pine Street
Total without delineators: 29 MPH
Total with delineators: 24 MPH

Percent of vehicles in excess of 30 miles per hour[3]:

West 7th Street west of North Oak Street
Percent without delineators: 31.2%
Percent with delineators: 13.2%

West 7th Street east of North Oak Street
Percent without delineators: 45.2%
Percent with delineators: 8.6%

West 7th Street west of North Waldron Street
Percent without delineators: 27.2%
Percent with delineators: 4.0%

West 7th Street east of North Waldron Street
Percent without delineators: 23.4%
Percent with delineators: 6.6%

West 7th west of North Pine Street
Total without delineators: 7.2%
Total with delineators: 0.4%

West 7th east of North Pine Street
Total without delineators: 8.2%
Total with delineators: 0.4%

Accident summary:

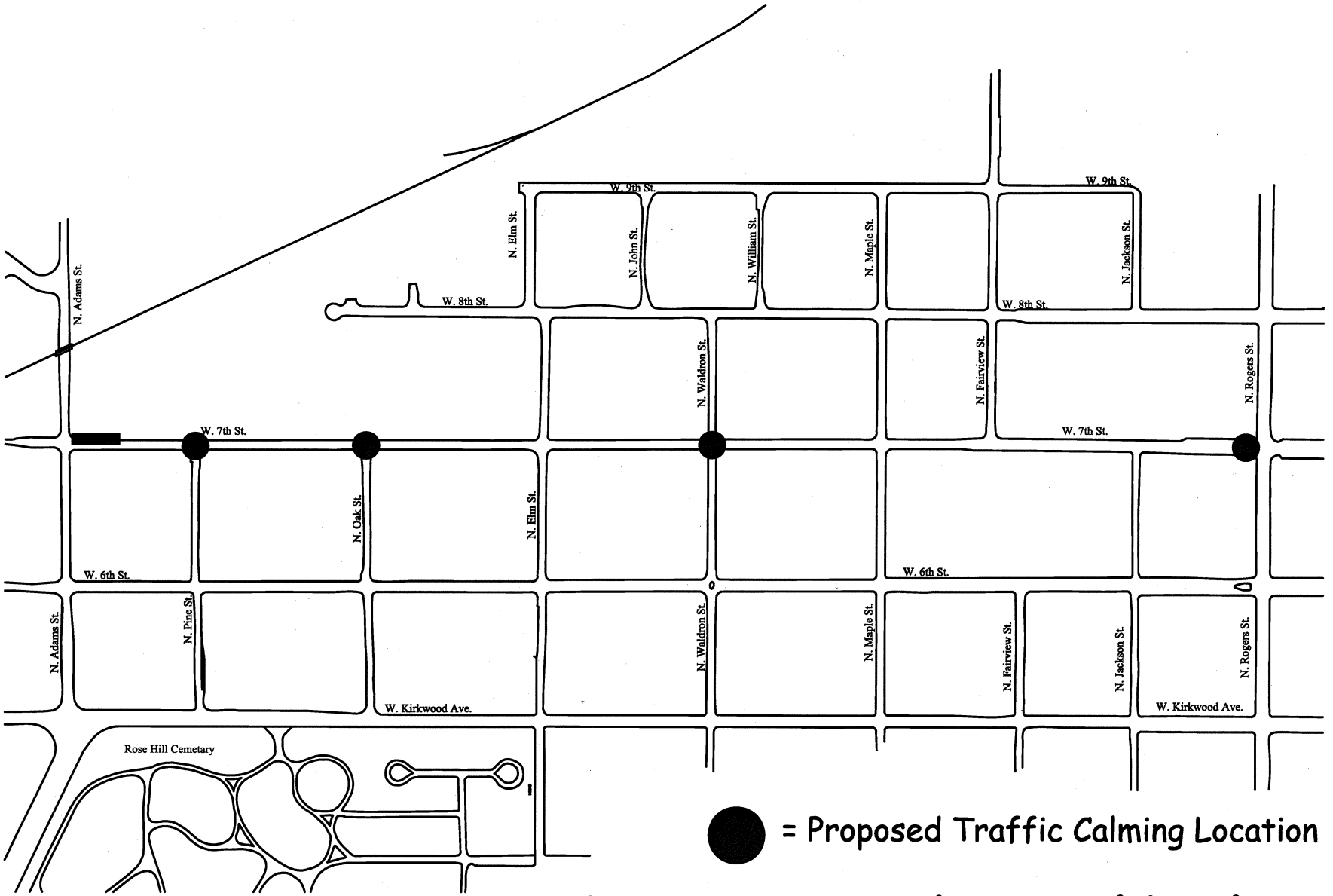
Only one accident has occurred since January 1, 2004. This accident was at the intersection of West 7th Street and North Waldron Street. This intersection has stop signs in place for northbound and southbound traffic on North Waldron Street to stop for traffic on West 7th Street. The accident was caused by a vehicle failing to stop.

Note: This is only a summary of data collected for this specific site. It contains no recommendations or conclusions for this specific site.

[1] The delineators were placed in the locations of where the proposed traffic calming devices would be.
[2] The 85th percentile speed is the speed at which 85 percent of the motorists are travelling at or under. This speed is typically used for various traffic engineering calculations.
[3] It should be noted, West 7th Street has a posted speed limit of 30 mph.

W. 7th and Near Westside Neighborhood
NTSP Traffic Calming Project
City Council Packet

PROPOSED TRAFFIC CALMING DEVICES – MAP FOLLOWED BY DEPICTIONS OF EACH DEVICE



Near Westside Neighborhood

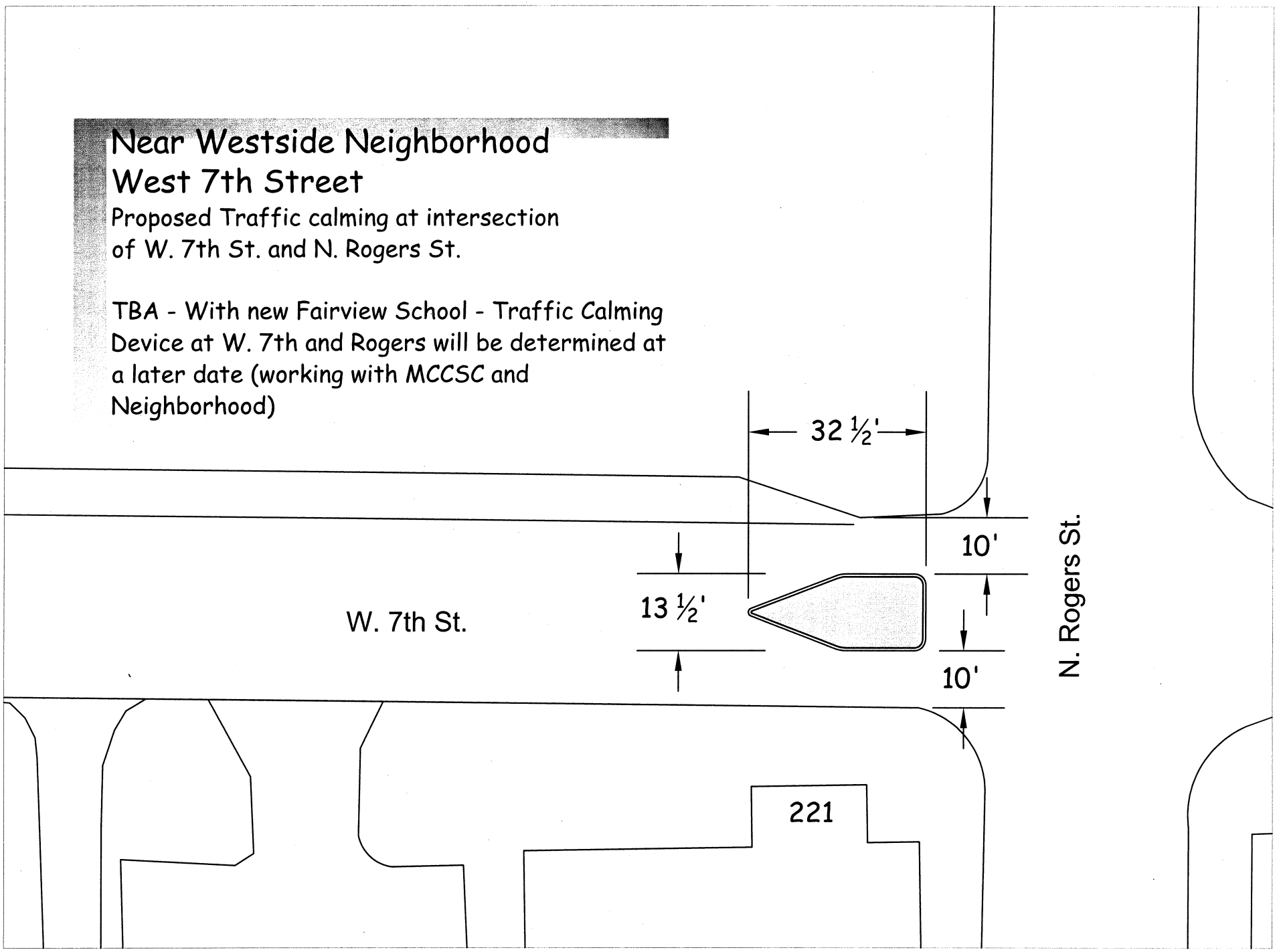
West 7th Street

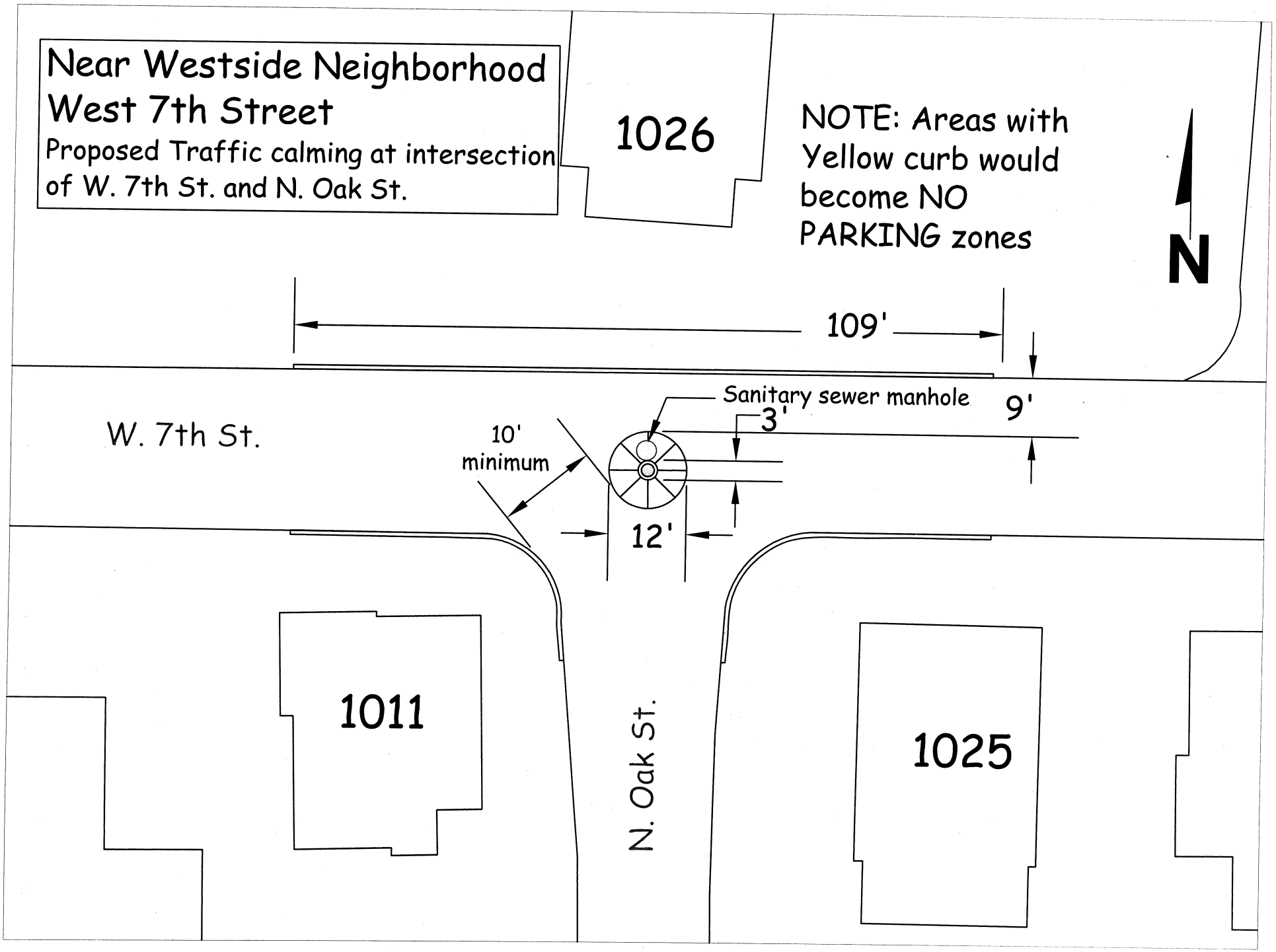
Proposed Traffic Calming Locations

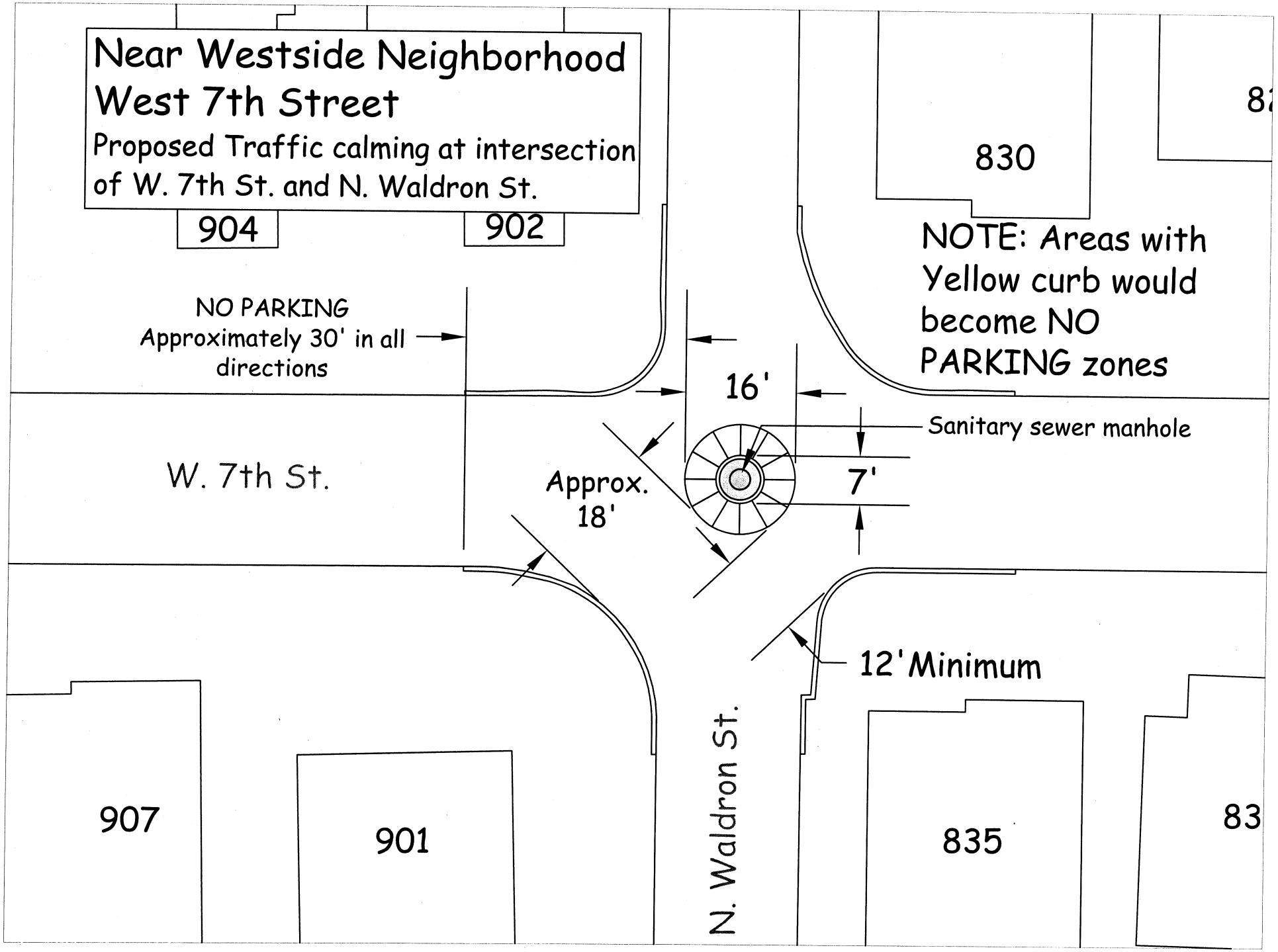
Near Westside Neighborhood
West 7th Street

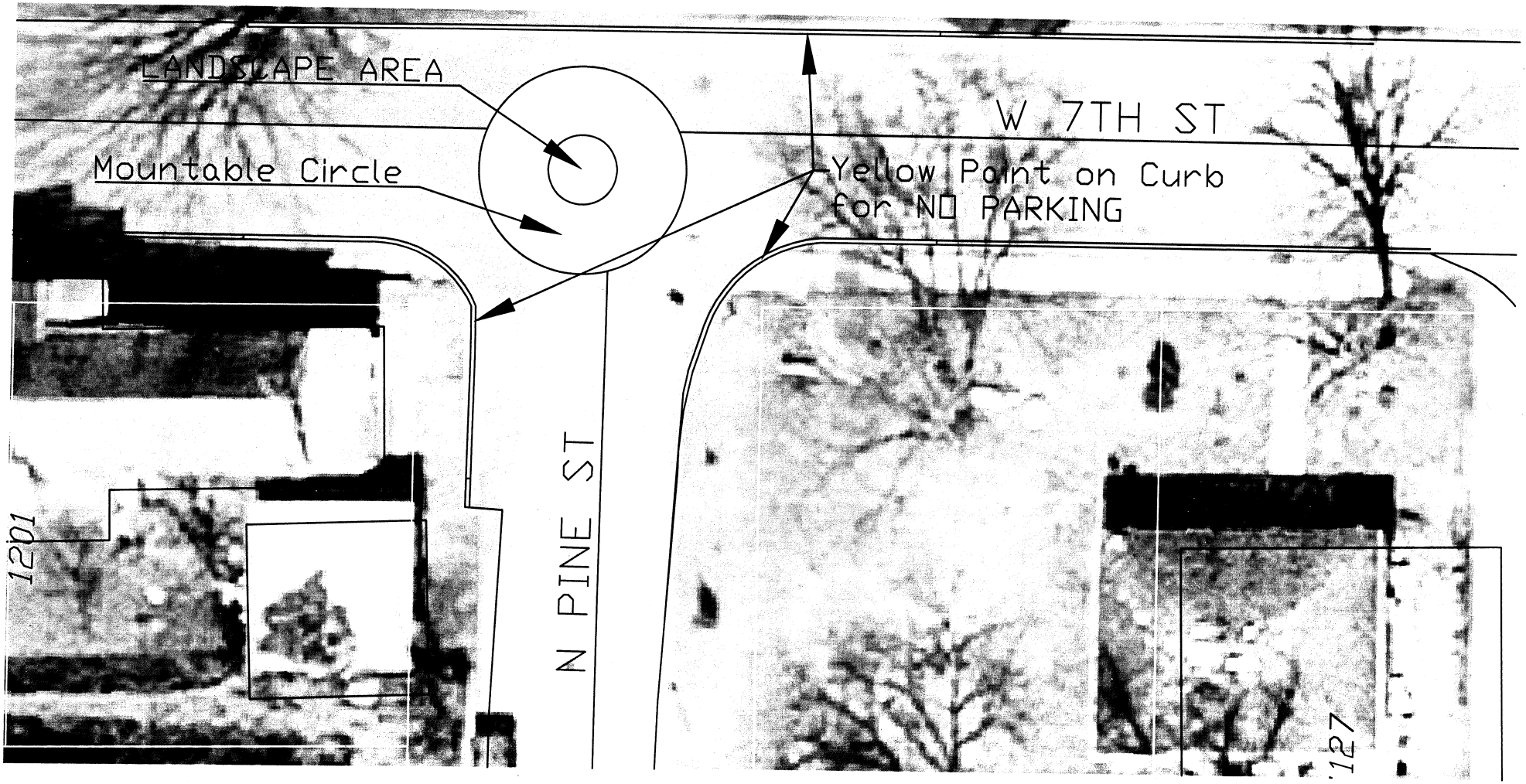
Proposed Traffic calming at intersection of W. 7th St. and N. Rogers St.

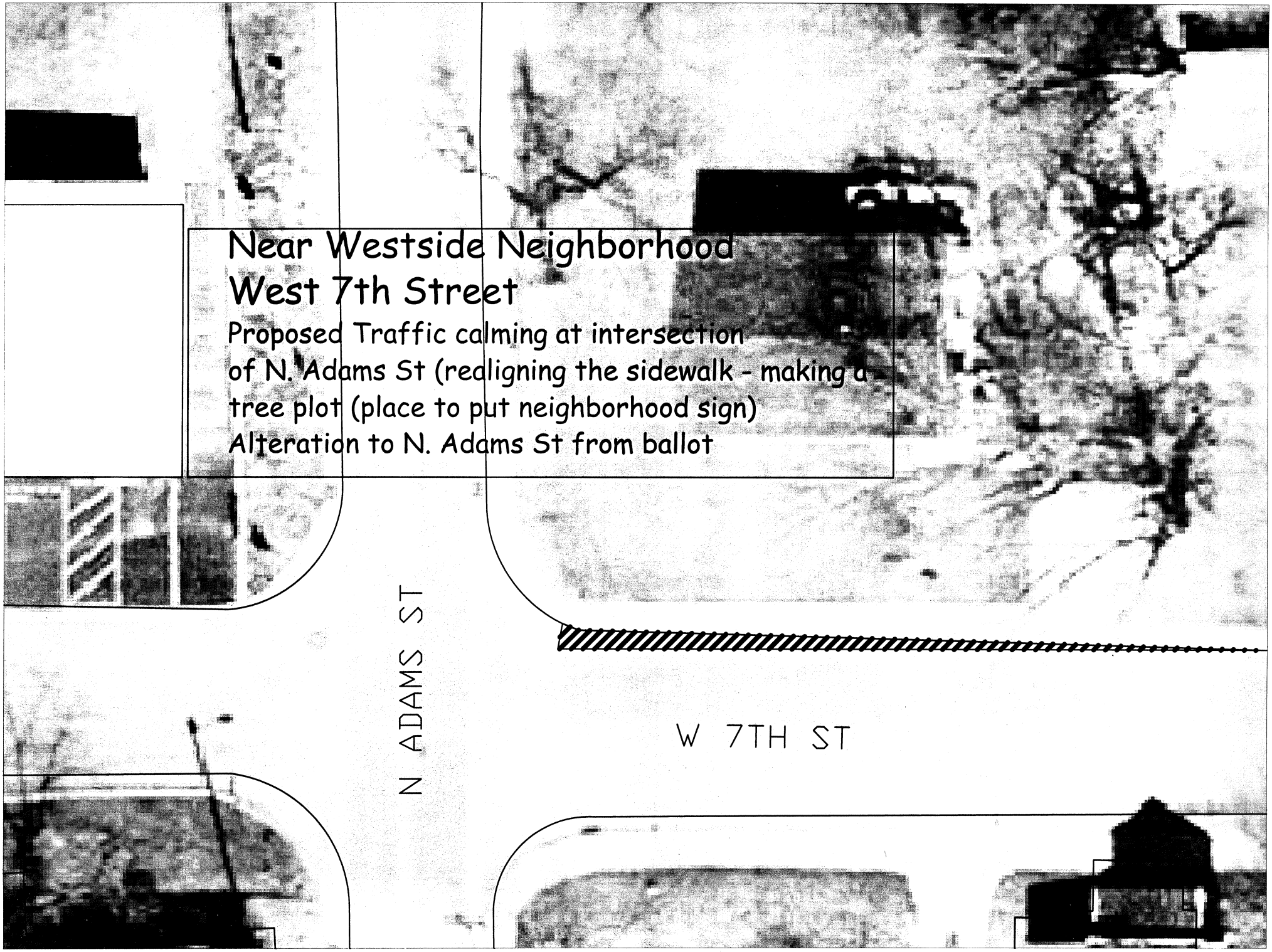
TBA - With new Fairview School - Traffic Calming Device at W. 7th and Rogers will be determined at a later date (working with MCCSC and Neighborhood)




Near Westside Neighborhood
West 7th Street
Proposed Traffic calming at intersection of W. 7th St. and N. Oak St.
1026
NOTE: Areas with Yellow curb would become NO PARKING zones
N
109'
9'
Sanitary sewer manhole
3'
W. 7th St.
10' minimum
12'
1011
N. Oak St.
1025


Near Westside Neighborhood
West 7th Street
Proposed Traffic calming at intersection of W. 7th St. and N. Waldron St.
904
902
830
NOTE: Areas with Yellow curb would become NO PARKING zones
NO PARKING
Approximately 30' in all directions
16'
Sanitary sewer manhole
7'
W. 7th St.
Approx.
18'
12' Minimum
907
901
N. Waldron St.
835


LANDSCAPE AREA
Mountable Circle
W 7TH ST
Yellow Paint on Curb
for NO PARKING
N PINE ST
1201
1127


Near Westside Neighborhood
West 7th Street
Proposed Traffic calming at intersection
of N. Adams St (realigning the sidewalk - making a
tree plot (place to put neighborhood sign)
Alteration to N. Adams St from ballot
N ADAMS ST
W 7TH ST

ORDINANCE 09-10

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 Diamond Garden / J. N. Alexander Neighborhood

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 residents from the Diamond Gardens / J. N. Alexander neighborhood have petitioned the City for the installation of traffic calming devices on portions of West Cottage Grove, West Tenth, North Monroe and North Summit pursuant to the NTSP guidelines and procedures; and

WHEREAS, a proposal favored by the directly affected households and Bicycle and Pedestrian Safety Commission has come forward which recommends the installation of one traffic circle and three street narrowing devices at locations on West Cottage Grove, West Tenth, North Monroe and North Summit Streets; and

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

SECTION 1. The Common Council finds that the steps taken to bring this petition to the Council substantially comply with the Neighborhood Transportation Safety Program procedures set forth in Chapter 15.26 of the Bloomington Municipal Code (Neighborhood Traffic Safety Program).

SECTION 2. The Common Council hereby authorizes the installation of 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

Street	**From (or At)**	**To**	**Type of Devices**
Cottage Grove Avenue	Adams Street	Summit Street	Street narrowing
Cottage Grove Avenue	Intersection of Summit Street		Traffic circle
Monroe Street	Tenth Street	Cottage Grove Avenue	Street narrowing
Tenth Street	Adams Street	Monroe Street	Street narrowing
Summit Street	Cottage Grove Avenue	Tenth Street	Street narrowing

SECTION 3. 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 4. 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 _____, 2009.

_____
ANDY RUFF, 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 _____, 2009.

_____
REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2009.

_____
MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance authorizes the permanent installation of a series of traffic calming devices, which include a traffic circle and three street narrowing devices, at locations on West Cottage Grove, West Tenth, North Monroe and North Summit Streets and amends Schedule J-1 of the Chapter 15.26 of the Bloomington Municipal Code to list the type and location of these devices.

INTEROFFICE MEMORANDUM

TO: BLOOMINGTON CITY COUNCIL

FROM: JUSTIN D. WYKOFF, MANAGER OF ENGINEERING

RE: DIAMOND GARDENS/J.N. ALEXANDER TRAFFIC CALMING PROJECT

DATE: FRIDAY, MAY 15, 2009

CC: SUSIE JOHNSON, DIRECTOR OF PUBLIC WORKS

SARA KLOOSTERMAN, ENGINEERING FIELD SPECIALIST

Dear Council Members,

The following is a history of the Diamond Gardens/J.N. Alexander Traffic Calming process following the guidelines as set forth in the Neighborhood Traffic Safety Program (NTSP). This neighborhood has worked with us to reach this point in the NTSP and worked to find solutions that work with a percentage of the neighboring residents, which is indicated by the 67.2 % approval rating achieved in Step 6 of the Ballot Step.

History

The City of Bloomington originally received the Participation Application for traffic calming on November 4, 2004 from Rusty Peterson, a resident of the area. Councilman Chris Sturbaum endorsed this application and signed petitions from the neighboring area were attached.

Step 1 – Apply to Participate

In November of 2004, the residents of Diamond Gardens/J.N. Alexander Neighborhood requested that the traffic calming process be started. This request was endorsed by City Councilman Chris Sturbaum. It was determined that the original application, along with a current endorsement by City Councilman Sturbaum, was sufficient to start the process.

Step 2 – Engineering Staff Review and Preliminary Data Collection

The Engineering department performed traffic studies in November 2004 as part of the NTSP request. The 85th percentile speeds and ADT (Average Daily Traffic) are as follows:

- 48-hour Traffic Data Study where volume and speed were collected
  - Locations:
    - W. 10th St. (between E. Adams St. and N. Monroe St.)
      - Volume: Total – 222 Vehicles/day or 4-5 vehicles/hour
      - 85th Percentile Speed – 24-26 mph
    - N. Monroe St. (between W. 10th St. and W. 11th St.)
      - Volume: Total – 360 vehicles/day or 7-8 vehicles/hour
      - 85th Percentile Speed – 30-31 mph
    - N. Summit St. (between W. 10th St. and W. 11th St.)
      - Volume: Total – 171 Vehicles/day or 3-5 vehicles/hour
      - 85th Percentile Speed – 13-18 mph

- Northbound – 18 mph
- Southbound – 13 mph

- Accident Report(s)
  - 2 accidents that occurred in the previous 4 years were at N. Summit St. at W. Cottage Grove Ave and N. Summit St. at W. 11th Street

Step 3 – BPSC Review of Engineering Studies and Petitions

The BPSC reviewed the N.T.S.P. petition along with additional Engineering information and residents of J.N. Alexander Neighborhood at their February 21, 2005 meeting. BPSC voted in 3-0 in favor of the petition for traffic calming for this neighborhood.

Step 4 – Public Meeting

The public meeting for this project was held on September 26, 2005 at 6 p.m. in the Bloomington City Council Chambers by J.D. Boruff of the Engineering Department. Five neighborhood residents attended the public meeting.

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

The Engineering Department, with consultation of neighborhood residents designed plans that would reduce the speeds on N. Summit St. between W. 10th St. and W. 11th St, N. Monroe St. between W. 10th St. and W. 11 St, W. Cottage Grove between N. Adams St. and N. Monroe St., and also, W. 10th St. between N. Adams St. and N. Monroe St.

Step 6 – Project Ballot – Questions and Comments were taken at the public meeting concerning the selected form of traffic calming that was to be selected. Mike Andrews, a resident of JN Alexander Neighborhood, approved the ballot package on Aug 28, 2007. An Initial and Second ballot was sent out to the petition area. A total of 58 ballots were sent out. 48 ballots, or 82.8%, of the ballots were returned with the results as follows: 39 yes and 9 no. 67.2 % of the total ballots sent out were in favor of the placement of the Traffic Calming Devices. The vote has met all requirements of the N.T.S.P. pertaining to the percentage of total ballots returned required to be considered a valid ballot and the percentage of total ballots in favor required for approval.

Step 7 – Testing and Evaluation of Traffic Calming Devices

In this step, the implementations of the selected traffic calming measures are placed on a temporary basis.

The before and after traffic counts were taken as part of the testing process. The counts showed a slight reduction of speed at all locations.

Along with more traffic counts collected, certain public agencies like the Fire Department, Police Department, and the school busses (MCCSC) test their mobility around the traffic calming devices to see if any changes need to be made.

Fire Department Chief Roger Kerr met on site with fire truck and crew on March 3, 2008. MCCSC does not have any bus routes in traffic calming area.

It was determined by the mobility testing of the Fire Truck that a change would be needed with the traffic calming device at W. Cottage Grove Ave and N. Summit St. Also, the existing vegetation affected the mobility of the Fire trucks.

With the consultation of residents of JN Alexander, it was determined and approved that the traffic calming devices be changed to Mountable Curb Traffic Circles instead of Green Traffic Circles.

Step 8 – Common Council Action

Current status of the Traffic Calming Process

Step 9 – Board of Public Works

If approved by the Council, Board of Public Works approval will be required for the funding and plan for the construction of the traffic calming devices.

Step 10 – Construct permanent Traffic Calming Device(s)

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

Step 11 – Maintenance

All the adjacent property owners must all sign the consent form stating that they will maintain any of the traffic calming device that needs to be maintain

Step 12 – Follow-up Evaluation

The engineering department will do follow-up traffic studies when they see fit to do them.

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,

Sara Kloosterman
Engineering Field Specialist
Engineering Division

J.N. Alexander Neighborhood/Diamond Gardens
NTSP Traffic Calming Project
City Council Packet

MAP OF TRAFFIC CALMING AREA

= Traffic Calming Measure

Proposed Ballot Area

Neighborhood Traffic Safety Program
Traffic Calming Project for the
J. N. Alexander Neighborhood

J.N. Alexander Neighborhood/Diamond Gardens
NTSP Traffic Calming Project
City Council Packet

APPLICATION AND SIGNATURES FOR TRAFFIC CALMING DEVICES

City of Bloomington Neighborhood Traffic Safety Program Participation Application

Please fill out the following request form as accurately as possible and return the original copy of this form by mail or hand delivery (sorry, no faxes) to:
ATTN: Russell White, City Engineering Department,
401 N. Morton Street, Suite #130, Bloomington, IN 47404.

Name: Rusty Peterson Date: 11/4/04
Telephone #: (812) 330-8206 e-mail: —
Neighborhood Association (If Applicable): N/A
Street Name(s): 10th st., Cottage Grove Ave, Summit St., Monroe St.
Section and Township of Neighborhood (If known): _____
City Councilperson Signature:
(on petition) Date: _____

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.

Refer to "Petition for Traffic Calming Devices in Diamond Gardens"

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.

Refer to "Petition for Traffic Calming Devices in Diamond Gardens"

**********NOTES**********

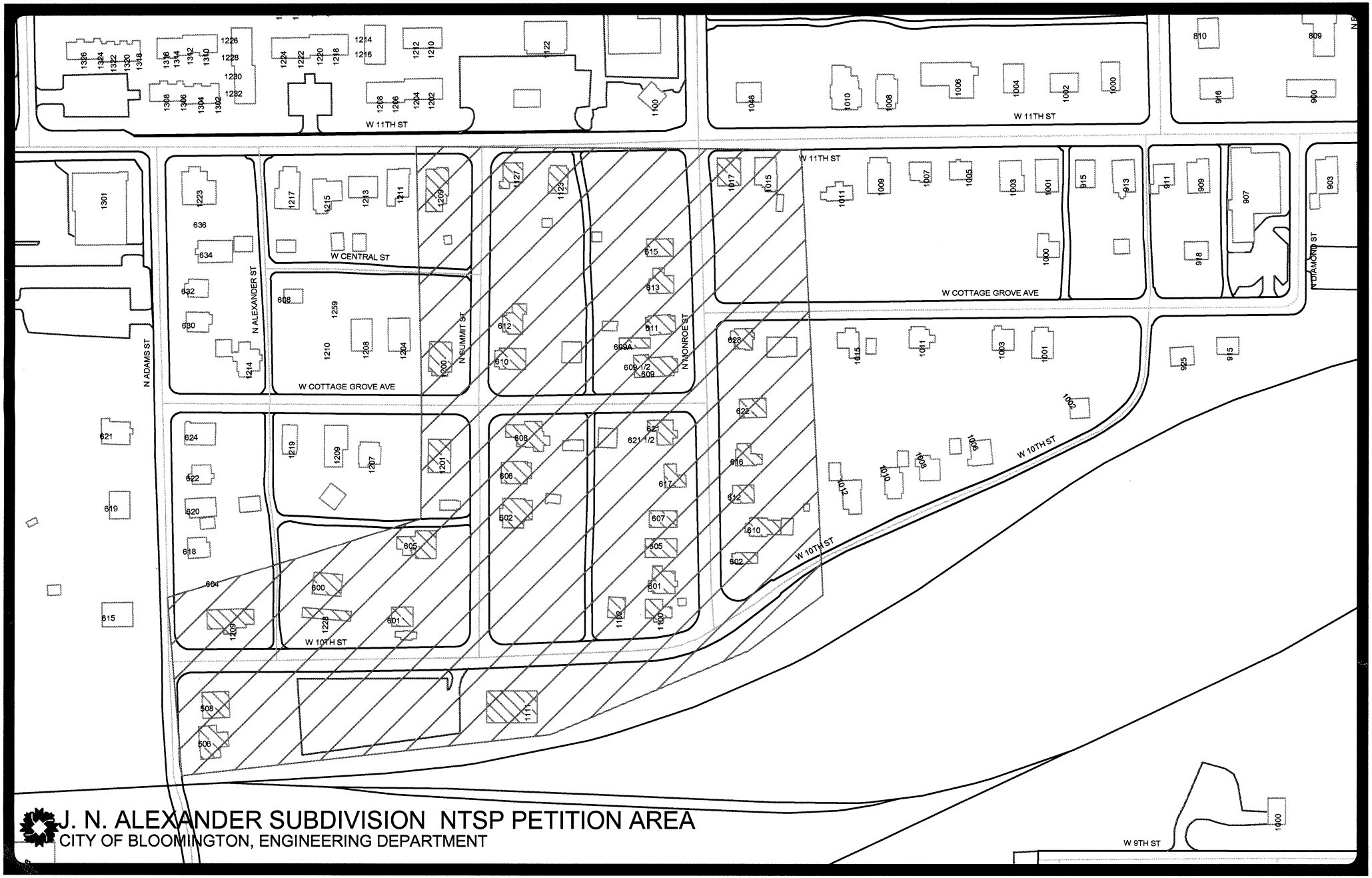
Neighborhood Traffic Safety Program:
Copies of the complete NTSP are available from the City Engineering Department anytime during regular business hours. It is highly recommended that the entire process be carefully reviewed before any application is made.

Questions about the application or the NTSP:
Any questions about the NTSP or the application should be directed to: Russell White, (812) 349-3417 or engineering@city.bloomington.in.us

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.

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



J. N. ALEXANDER SUBDIVISION NTSP PETITION AREA

CITY OF BLOOMINGTON, ENGINEERING DEPARTMENT

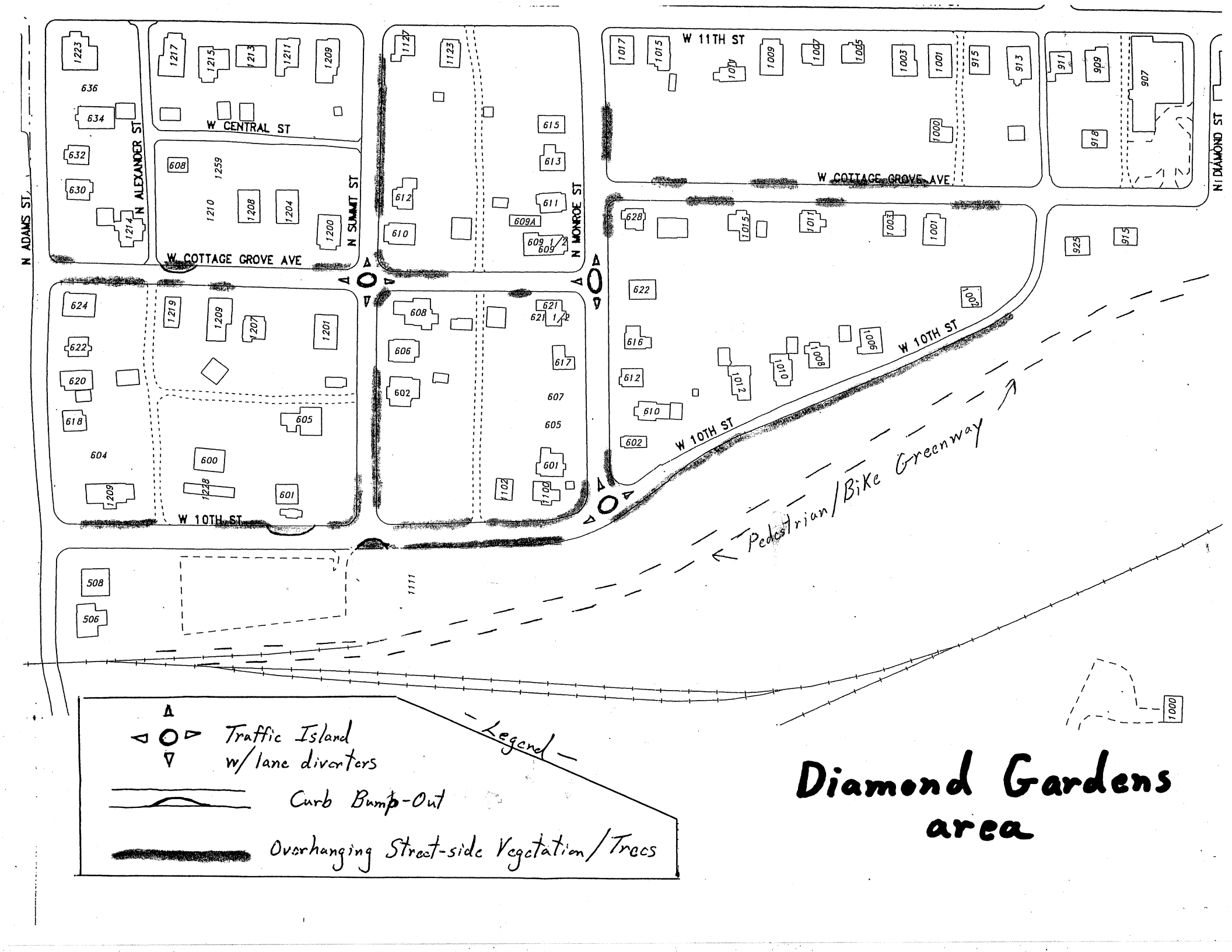
Petition for Traffic Calming Devices in Diamond Gardens

We the undersigned add our names in support of adding traffic calming devices in the Diamond Gardens neighborhood (as shown on attached map). The traffic in our neighborhood has become a serious safety risk. Cars use many of the neighborhood streets as shortcuts between the Adams St. and 11th St. throughways. This non-local traffic consistently exceeds the speed limit and ignores stop signs—recent traffic accidents prove the danger of this situation. Our neighborhood has a large number of children and their lives are seriously endangered by the current traffic patterns. The addition of the rails to trails path (which should provide neighborhood access at Summit and Alexander streets) will increase pedestrian and bike traffic which will increase the safety risks.

We request traffic calming devices (our ideas are on the attached map) in order to make our neighborhood a safer place to live. We believe devices will slow down traffic and discourage non-local traffic from using our neighborhood streets as short-cuts. In the past we have used vegetation and parked vehicles as a way to slow down traffic along our roads. For this reason, maintaining current vegetation is a priority in the implementation of these projects. We request the green areas representing overhanging, street-side vegetation on the attached map be officially designated as traffic calming devices and preserved. We recommend curbs extended into the street to assist the vegetation in slowing down traffic. Traffic calming islands with lane diverters at three intersections along with curb bump-outs on two streets (as designated on the attached map) are hereby requested in order to slow down traffic within the neighborhood. Entrance Signs to our neighborhood at 10th and Adams, Cottage Grove and Adams, Summit and 11th, and Monroe and 11th are requested in order to slow motorists entering the area and let them know they are entering a neighborhood. Our neighborhood would like to work with city engineering to determine the best traffic calming devices to suit our needs.

Name	Signature	Address
Erich Nolan		1001 N. Summit
Sonja H. Schultz	Sonja H. Schultz	204 W Cottage Grove
* Chris Sturbaum	Chris Sturbaum	334 S. Jackson

1st District City Councilman's signature


N ADAMS ST
N ALEXANDER ST
N SUMMIT ST
N MONROE ST
N DIAMOND ST
W CENTRAL ST
W COTTAGE GROVE AVE
W 11TH ST
W 10TH ST
W 10TH ST
Pedestrian/Bike Greenway
Legend
Traffic Island
w/ lane diverters
Curb Bump-Out
Overhanging Street-side Vegetation/Trees
Diamond Gardens
area

Petition for Traffic Calming Devices in Diamond Gardens

We the undersigned add our names in support of adding traffic calming devices in the Diamond Gardens neighborhood (as shown on attached map). The traffic in our neighborhood has become a serious safety risk. Cars use many of the neighborhood streets as shortcuts between the Adams St. and 11th St. throughways. This non-local traffic consistently exceeds the speed limit and ignores stop signs—recent traffic accidents prove the danger of this situation. Our neighborhood has a large number of children and their lives are seriously endangered by the current traffic patterns. The addition of the rails to trails path (which should provide neighborhood access at Summit and Alexander streets) will increase pedestrian and bike traffic which will increase the safety risks.

We request traffic calming devices (our ideas are on the attached map) in order to make our neighborhood a safer place to live. We believe devices will slow down traffic and discourage non-local traffic from using our neighborhood streets as short-cuts. In the past we have used vegetation and parked vehicles as a way to slow down traffic along our roads. For this reason, maintaining current vegetation is a priority in the implementation of these projects. We request the green areas representing overhanging, street-side vegetation on the attached map be officially designated as traffic calming devices and preserved. We recommend curbs extended into the street to assist the vegetation in slowing down traffic. Traffic calming islands with lane diverters at three intersections along with curb bump-outs on two streets (as designated on the attached map) are hereby requested in order to slow down traffic within the neighborhood. Entrance Signs to our neighborhood at 10th and Adams, Cottage Grove and Adams, Summit and 11th, and Monroe and 11th are requested in order to slow motorists entering the area and let them know they are entering a neighborhood. Our neighborhood would like to work with city engineering to determine the best traffic calming devices to suit our needs.

Name	Signature	Address
Judy Geere	Lucille Geere	1213 W. 15th St
Andy Alphare	Andy Alphare	608 N. Alexander St
Jason Bohall	Jason Bohall	605 N. Monroe
Loretta Bohall	Loretta Bohall	605 N. Monroe
Lanna Padco	LANNA Padco	1209 W. Cottage Grove
Becky Padco	Becky Padco	1209 W. Cottage Grove
Sarah Cornell	Sarah Cornell	622 N. Adams St

Petition for Traffic Calming Devices in Diamond Gardens

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Name	Signature	Address
Russell Schuyler	Russell Schuyler	1208½ W. Cottage grove
Tom Mobley	Tom Mobley	1209 W 11th
Jeff Harden	Jeff Harden	7215 W. 11TH Street
Dwayne L. Sexton	Dwayne L. Sexton	1217 W. 11th Street
Kenneth M Cornstead	Kenneth M Cornstead	1015 West Cottage Grove Ave
Rodney Crites		1103 W Cottage Grove AVE.
DIAN KRUMLAUF	Dian Krumlauf	1011 W. COTTAGE GROVE AVE.
Jason Sanders		624 N. Adams St.
Alicia Suarez		1214 W. Cottage Grove

Petition for Traffic Calming Devices in Diamond Gardens

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Name	Signature	Address
[illegible]	[illegible]	628 N. Monroe St Bloom In
Chris Foster	Chris Foster	622 N. Monroe St — 47404
Marc Haggerty	Marc Haggerty	612 Summit 47404
Dannie Lee	Dannie Lee	1100 W 10th
DeeDee Lee	DeeDee Lee	1209 W. 10th Bton, 47404
STACEY Hosner	Stacey Hosner	1208 W Cottage Grove
Patricia Hurner	Patricia Hurner	1208 W. Cottage Grove
Robert C Richardson	Robert C Richardson	615 N Monroe St 47404
Hannah Shuler	Hannah Shuler	611 N Monroe St 47404
Lee TwoCrow	Lee TwoCrow	609½ N. Monroe St 47404
Justin Lee	Justin Lee	617 N. Monroe Ave 47404
Brandon Roberts		612 N. Monroe
Colette C Eno	Colette C Eno	601 N Summit ave 47404
Brian O'Keefe	B. O'Keefe	1200 W Cottage Grove AVE 47404
Samuel Garcia		609 N. Monroe 47404
[illegible]	ERIC JOHNSON	613 N. Monroe St 47404

Petition for Traffic Calming Devices in Diamond Gardens

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Name	Signature	Address
RUTH BEASLEY	Ruth U Beasley	602 N. Summit
Donald F Staggs	Donl Staggs	1100 West 10th St.
Jack Moore	610 N Monroe St	Jack Moore
RON RAYMOND	Ron Raymond	1012 W. 10th
[illegible]	[illegible]	1010 W. 10th
CURT MCMAHAN	Curtis D McMahan	1010 W 10th
KAT NETH	Kat Neth	1008 W. 10th St.
Brian Wright	Brian Wright	1006 W 10th St.
Ricky Mullis	Ricky Mullis	1002 W 10th St.
Beverly Lawson	Beverly Lawson	601 N Monroe
Anthony L Ray	Anthony L. Ray	1001 W. Cottage Grove Ave
ALBERT REINHOLT	Albert Reinhalt	1102 W 10th St.
Eric Wang	[illegible]	705 Adams N
J.P. Nogueira	[illegible]	508 N Adams
Warren Wagorth	[illegible]	506 N ADAMS

Petition for Traffic Calming Devices in Diamond Gardens

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Name	Signature	Address
Joseph Haggerty		1111 W 10th Street
Thalia Angell	Thalia Angell	605 N Summit St
Eric R. Zierhut	Eric R. Zierhut	1203 W. Cottage Grove Ave.
Leah J. Boler	Leah J Boler	608 N. Summit St
Tina Montgomery	Tina Montgomery	610 N. Summit St.
Grace W. Carpenter	Grace W. Carpenter	621 N. Monroe St
Brian P. Goodman	BRIAN P. GOODMAN	1000 W. Cottage Grove Ave.
Chris Epperson		1219 W. Cottage Grove Ave.
Marc York	Marc York	608 W. Adams
Bud Fleerlage	1201 Bud Fleerlage	1201 W. 10th ← Flatwood Towing

number	apt #	dir	street nam	suf	yes	no	Non-vote	name	signed petition	Notes
506	A 2	N	ADAMS	ST	0	0	0		0	
506		N	ADAMS	ST	0	0	0		0	
508	A 3	N	ADAMS	ST	0	0	0		0	
508	A 5	N	ADAMS	ST	0	0	0		0	
1100		W	10TH	ST	0	0	0		1	
1102		W	10TH	ST	0	0	0		1	
1111		W	10TH	ST	0	0	0		1	
1201		W	10TH	ST	0	0	0		1	
1209		W	10TH	ST	0	0	0		1	
1228		W	10TH	ST	0	0	0		0	
1017		W	11TH	ST	0	0	0		0	
1123		W	11TH	ST	0	0	0		0	
1127		W	11TH	ST	0	0	0		0	
1209		W	11TH	ST	0	0	0		1	
506	A 1	N	ADAMS	ST	0	0	0		1	
506	A 3	N	ADAMS	ST	0	0	0		0	
508	A 1	N	ADAMS	ST	0	0	0		0	
508	A 2	N	ADAMS	ST	0	0	0		0	
508	A 4	N	ADAMS	ST	0	0	0		0	
508	A 6	N0	ADAMS	ST	0	0	0		0	
508	A 7	N	ADAMS	ST	0	0	0		0	
508	A 8	N	ADAMS	ST	0	0	0		0	
508	A 9	N	ADAMS	ST	0	0	0		0	
508		N	ADAMS	ST	0	0	0		1	
1200		W	COTTAGE	AVE	0	0	0		1	
1201		W	COTTAGE	AVE	0	0	0		0	
601		N	MONROE	ST	0	0	0		1	
602		N	MONROE	ST	0	0	0		0	
605		N	MONROE	ST	0	0	0		1	
607		N	MONROE	ST	0	0	0		0	
609	A	N	MONROE	ST	0	0	0		0	
609		N	MONROE	ST	0	0	0		1	
609 1/2		N	MONROE	ST	0	0	0		1	
610		N	MONROE	ST	0	0	0		1	
611		N	MONROE	ST	0	0	0		0	
612		N	MONROE	ST	0	0	0		1	
613		N	MONROE	ST	0	0	0		1	
615		N	MONROE	ST	0	0	0		1	
616		N	MONROE	ST	0	0	0		1	
617		N	MONROE	ST	0	0	0		1	
621		N	MONROE	ST	0	0	0		1	
621 1/2		N	MONROE	ST	0	0	0		0	
622		N	MONROE	ST	0	0	0		1	
628		N	MONROE	ST	0	0	0		1	
601		N	SUMMIT	ST	0	0	0		1	
602		N	SUMMIT	ST	0	0	0		1	
605		N	SUMMIT	ST	0	0	0		1	
606		N	SUMMIT	ST	0	0	0		1	
608		N	SUMMIT	ST	0	0	0		1	
610		N	SUMMIT	ST	0	0	0		1	
612		N	SUMMIT	ST	0	0	0		1	

29 Total signed Petition Percentage 56.9 %

J.N. Alexander Neighborhood/Diamond Gardens
NTSP Traffic Calming Project
City Council Packet

BALLOT, RE-BALLOT, BALLOT AREA, AND BALLOT RESULTS

= Traffic Calming Measure

Proposed Ballot Area

Neighborhood Traffic Safety Program

Traffic Calming Project for the

J. N. Alexander Neighborhood

J. N. Alexander Neighborhood Traffic Calming Ballot

Please Note: Check only one answer and return this form, along with the Resident Information form, in the postage paid envelope provided.

The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal. They will be installed on West 10th Street, West Cottage Grove Avenue, North Summit Street, and North Monroe Street. They will consist of 1 Median Island, 8 curb "Bump-outs", and 1 traffic circle. The curbs for the proposed traffic calming measures shall be constructed by "pinning" the curb to the existing pavement. **Drawings of the proposed traffic calming measures, and their location, have been included with this ballot.**

☐ ***YES***: As a resident in the J. N. Alexander neighborhood, I ***AM*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

☐ ***NO***: As a resident in the J. N. Alexander neighborhood, ***I AM NOT*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

No comments written on this form will be considered. Please mark only a "YES" or "NO" vote. If a given response is not marked, this ballot will be considered a non-response, and the Engineering Department may send you a second ballot.

The deadline for returning this ballot is October 5, 2007. If the ballot is postmarked later than October 5, 2007, it will not be included in the final tally. If you have a question or concern, please call **J. D. Boruff** at (812) 349-3417 or boruffj@bloomington.in.gov.

J. N. Alexander Neighborhood Traffic Calming
Resident Information

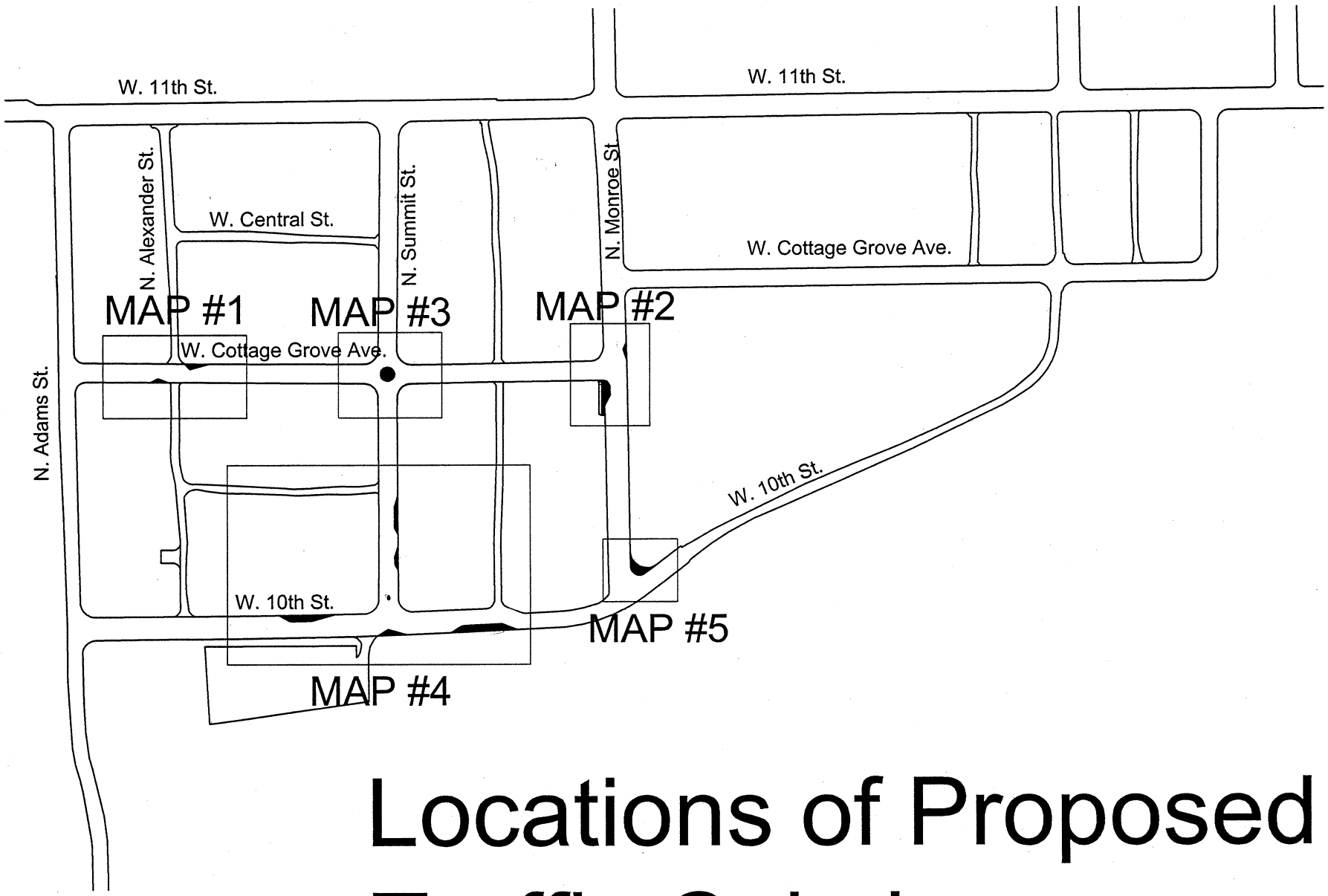
Please Note: Fill out this form and return it, along with the ballot, in the postage paid envelope provided.

Please print your name and address so we can verify the eligibility of your response to this survey. The information provided below will be kept separate from the ballot — your name will not be associated with your vote on this issue.

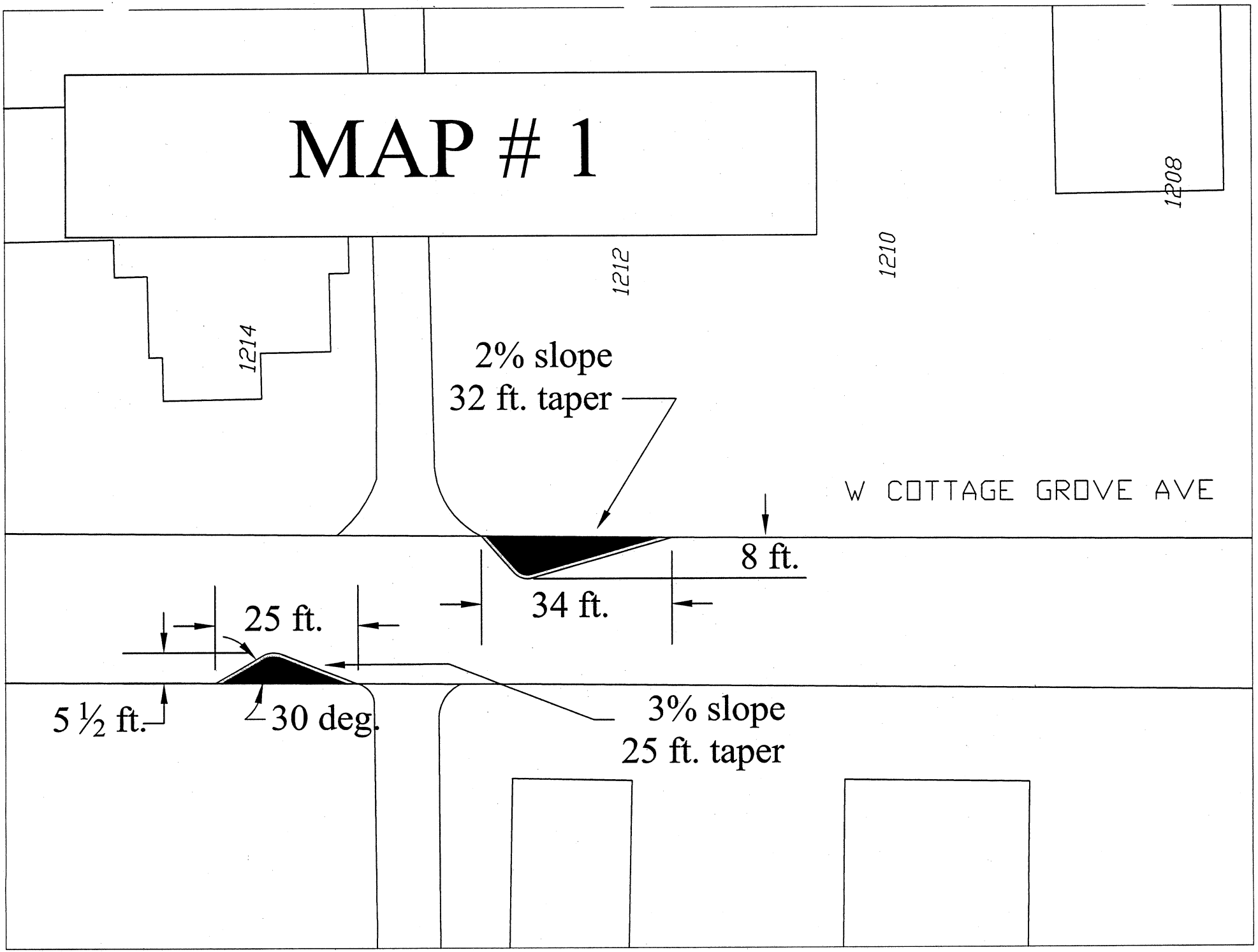
Resident Name: _____

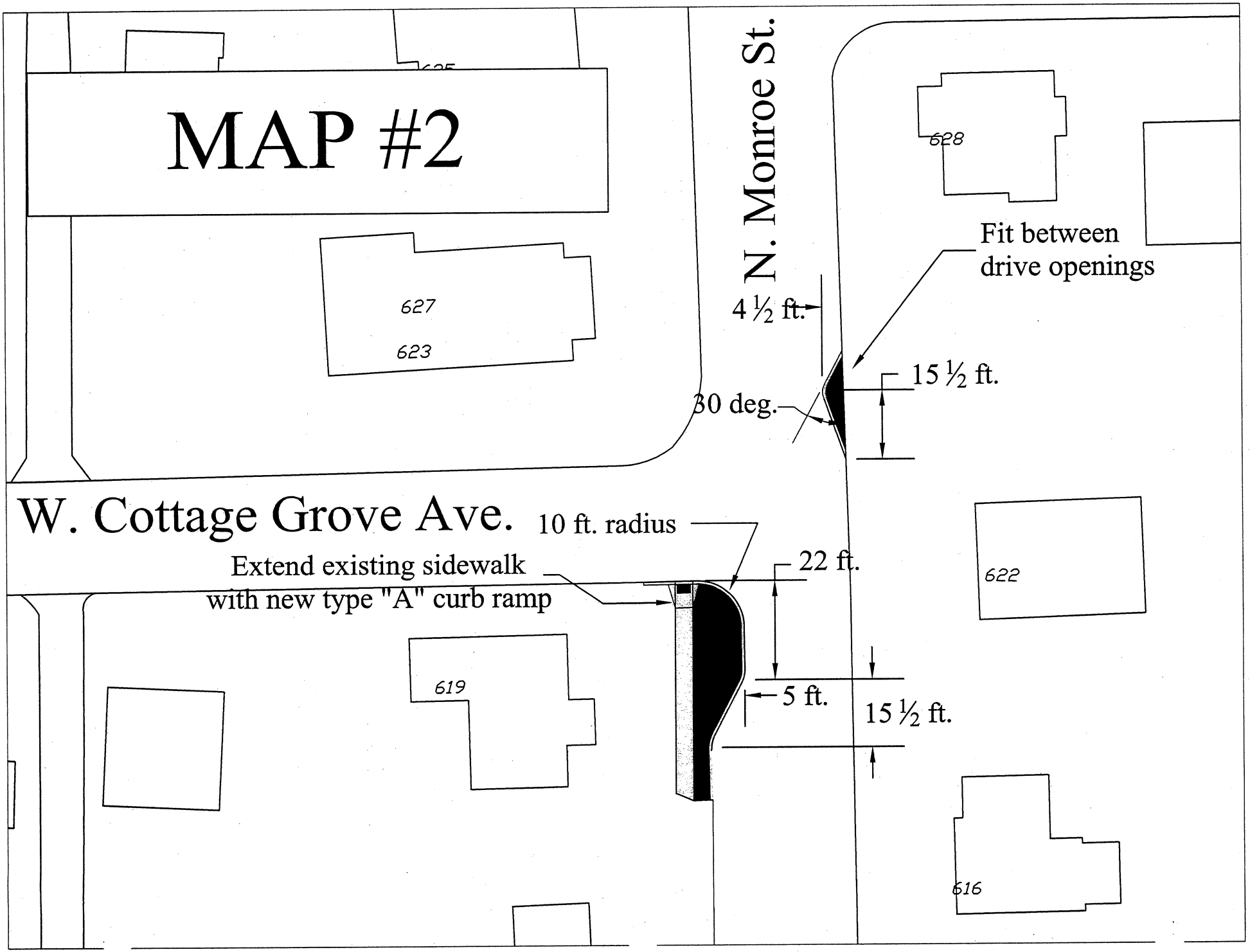
Resident Address: _____

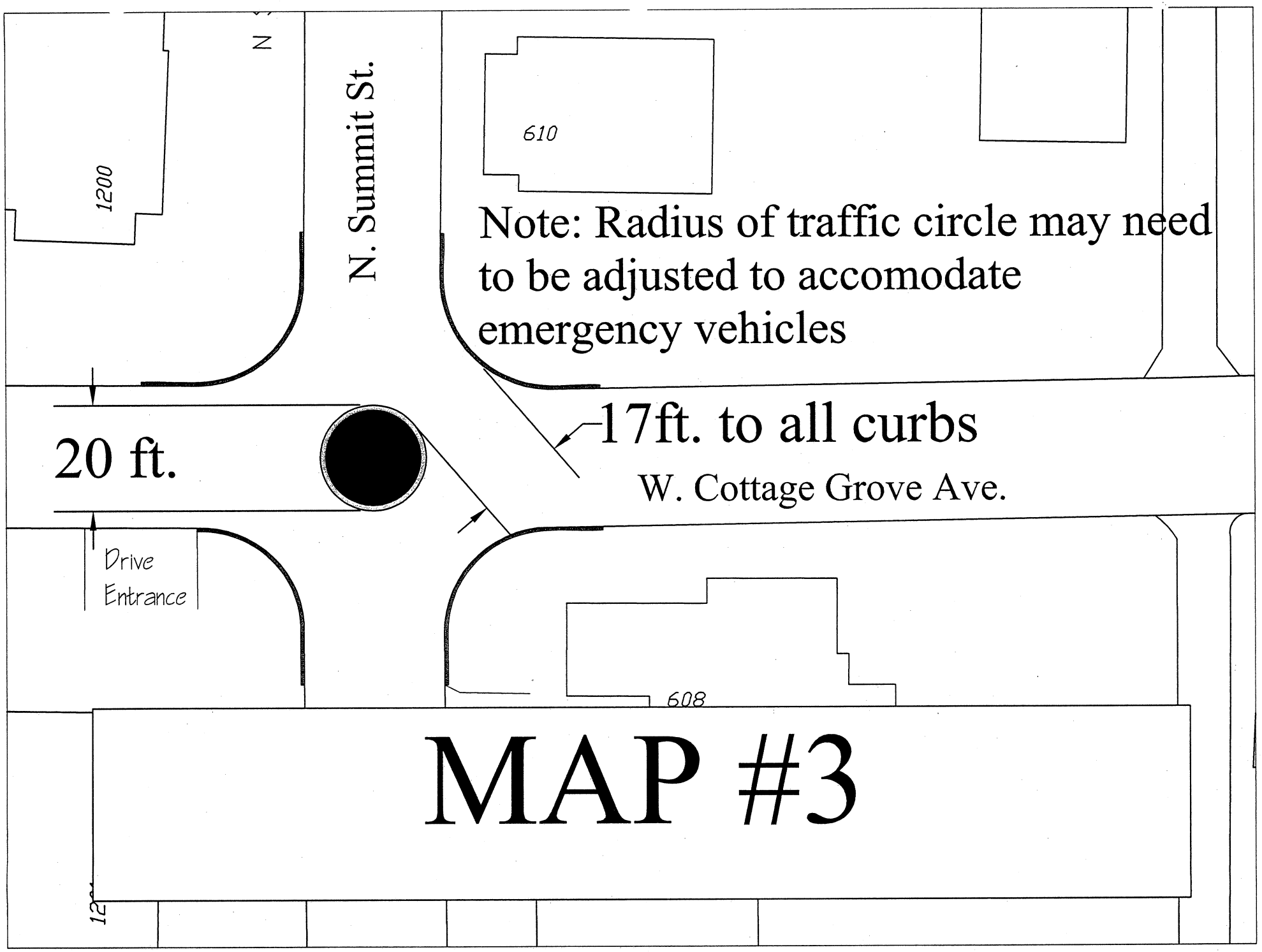
_____

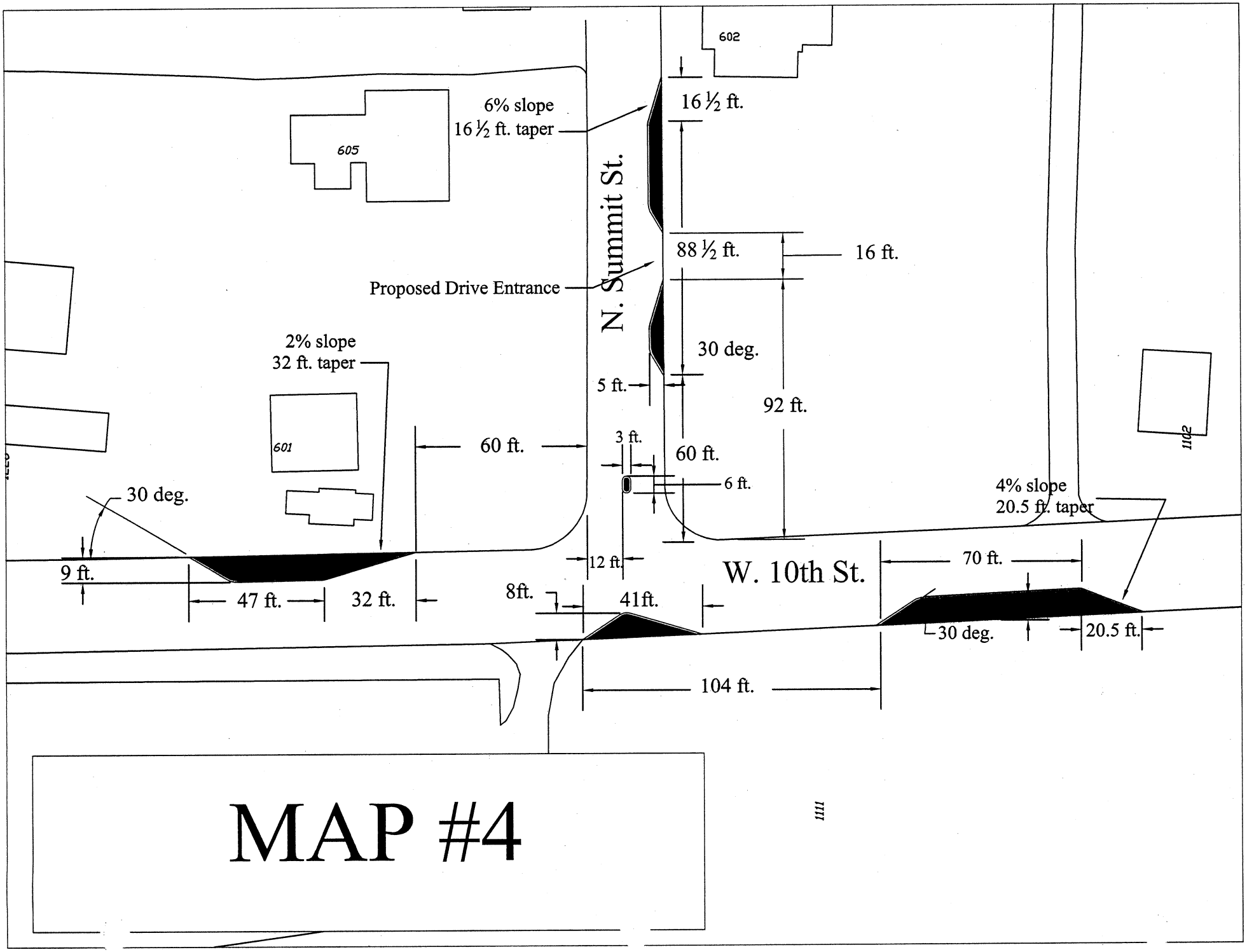


Locations of Proposed Traffic Calming

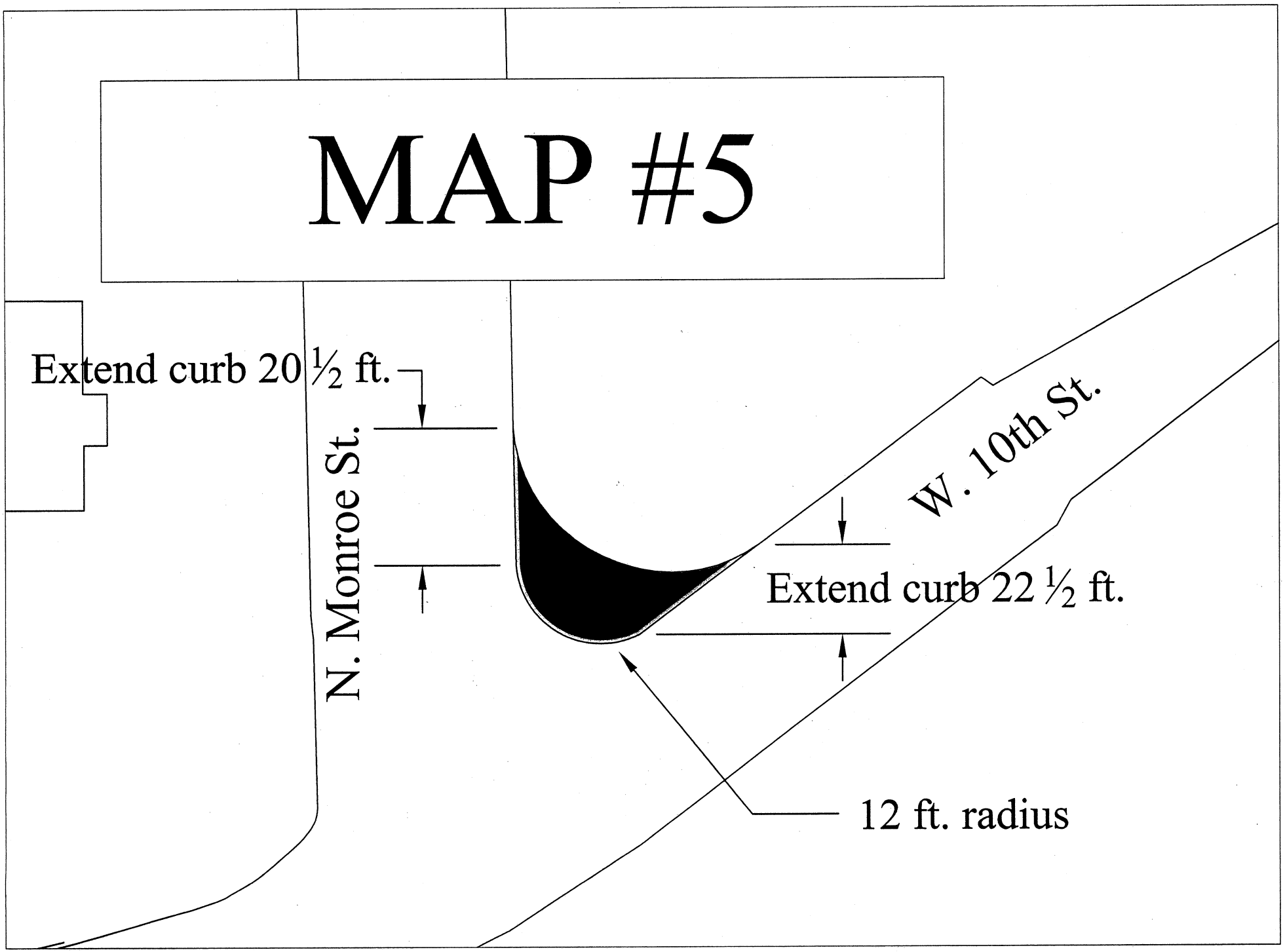

MAP # 1
1214
1212
1210
1208
2% slope
32 ft. taper
W COTTAGE GROVE AVE
8 ft.
34 ft.
25 ft.
5 ½ ft.
30 deg.
3% slope
25 ft. taper

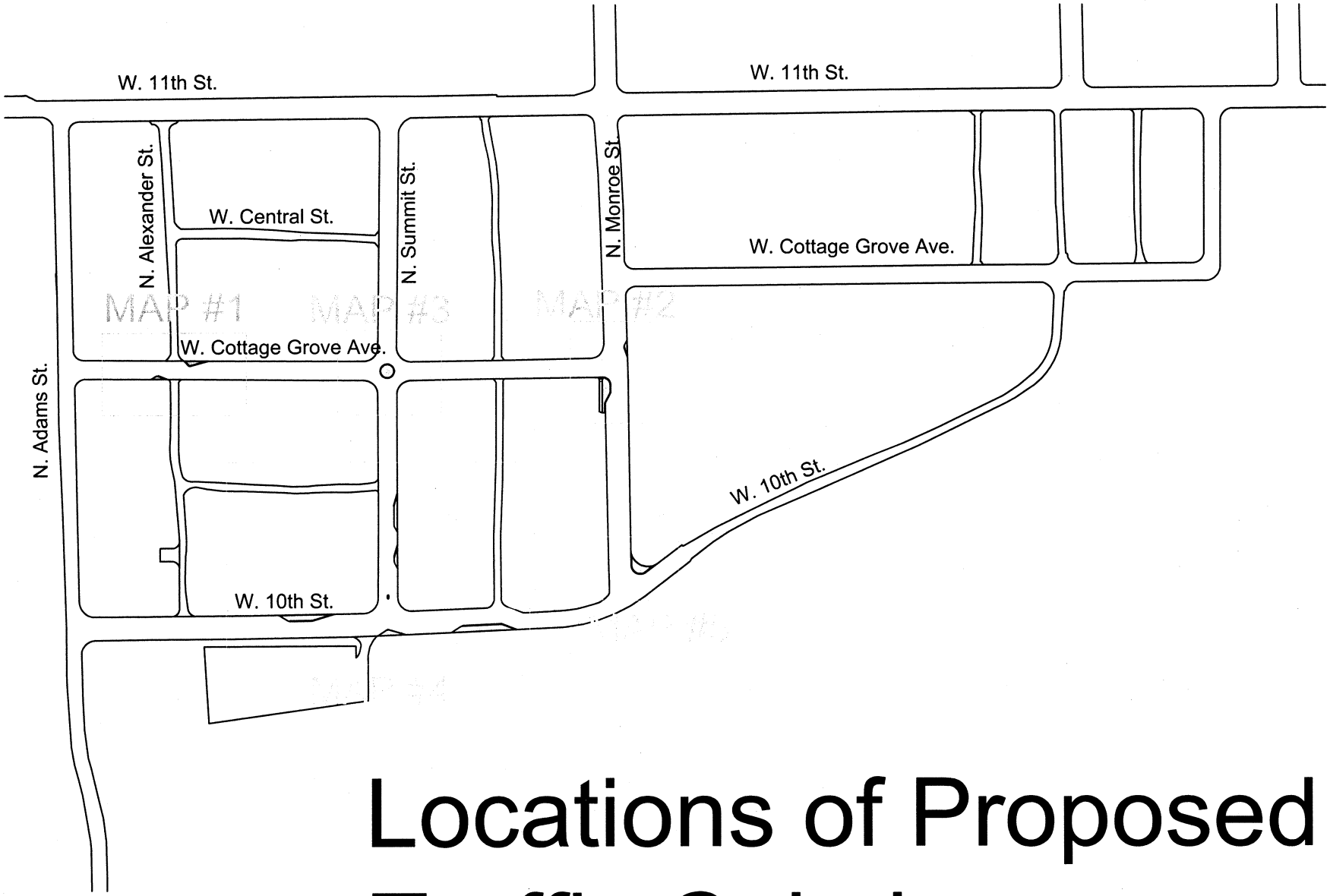

MAP #2
N. Monroe St.
W. Cottage Grove Ave.
628
627
623
622
619
616
Fit between
drive openings
4 ½ ft.
15 ½ ft.
30 deg.
10 ft. radius
Extend existing sidewalk
with new type "A" curb ramp
22 ft.
5 ft.
15 ½ ft.


N. Summit St.
1200
610
Note: Radius of traffic circle may need to be adjusted to accomodate emergency vehicles
20 ft.
17ft. to all curbs
W. Cottage Grove Ave.
Drive Entrance
608
MAP #3


602
605
601
6% slope
16 ½ ft. taper
16 ½ ft.
N. Summit St.
88 ½ ft.
16 ft.
Proposed Drive Entrance
2% slope
32 ft. taper
30 deg.
5 ft.
92 ft.
60 ft.
3 ft.
60 ft.
6 ft.
4% slope
20.5 ft. taper
30 deg.
9 ft.
47 ft.
32 ft.
12 ft.
W. 10th St.
70 ft.
8ft.
41ft.
30 deg.
20.5 ft.
104 ft.
1111
1102

MAP #4


MAP #5
Extend curb 20 ½ ft.
N. Monroe St.
W. 10th St.
Extend curb 22 ½ ft.
12 ft. radius



Locations of Proposed Traffic Calming

J. N. Alexander Neighborhood Traffic Calming
Resident Information

Please Note: Fill out this form and return it, along with the ballot, in the postage paid envelope provided.

Please print your name and address so we can verify the eligibility of your response to this survey. The information provided below will be kept separate from the ballot — your name will not be associated with your vote on this issue.

Resident Name: _____

Resident Address: _____

_____

J. N. Alexander Neighborhood Traffic Calming Re-Ballot

You have received this second ballot packet because the City did not receive your confidential vote by the October 5, 2007, deadline. A second opportunity to vote occurs when less than 50% of the eligible ballots are mailed back to the City are in favor of the project, but at least 60% of those that are returned are in favor of the project.

Please Note: Check only one answer and return this form, along with the Resident Information form, in the postage paid envelope provided.

The traffic calming proposed for this area will be designed to accommodate all emergency services and allow for adequate snow removal. They will be installed on West 10th Street, West Cottage Grove Avenue, North Summit Street, and North Monroe Street. They will consist of 1 Median Island, 8 curb "Bump-outs", and 1 traffic circle. The curbs for the proposed traffic calming measures shall be constructed by "pinning" the curb to the existing pavement. **Drawings of the proposed traffic calming measures, and their location, have been included with this ballot.**

☐ ***YES***: As a resident in the J. N. Alexander neighborhood, I ***AM*** in favor of permanent placement of the traffic calming devices currently proposed in this area. (See attached map).

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Step 6: Project Ballot

- Deadline for the vote was Oct 5, 2007
  - Ballot Area:
  - A re-ballot had to occurred due to the city receiving less than 50% of ballots back
  - Final Vote count:
    - For – 17 + 22 = 39
    - Against – 9
  - Questionable ballots
    - For – 22
    - Against - 0

Step 6: Project Ballot

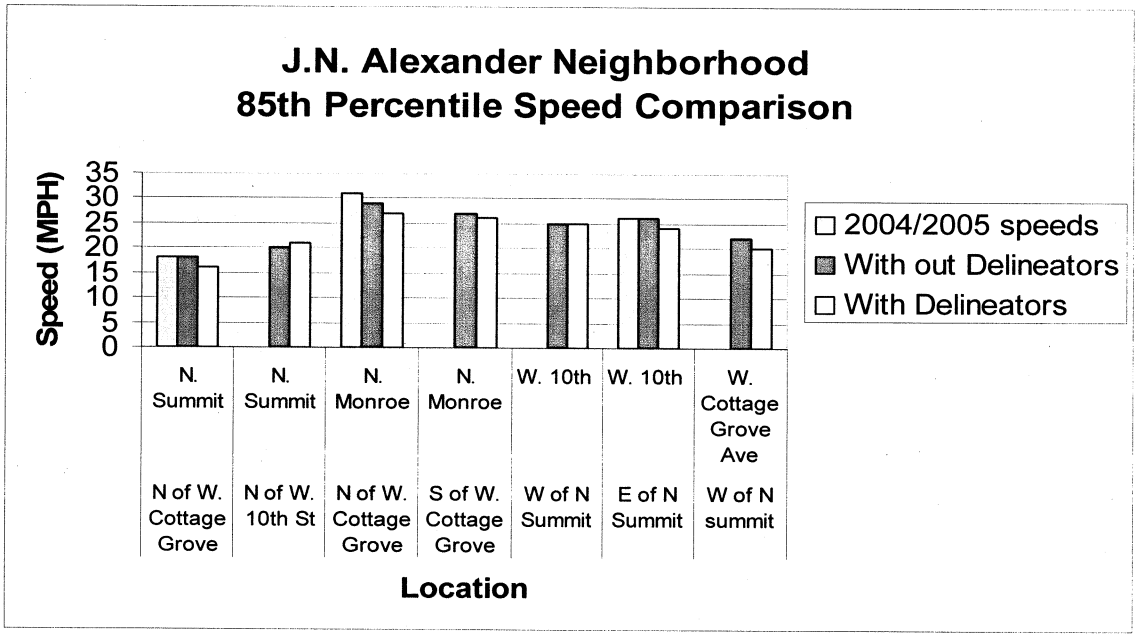
- Notes
  - Mike Andrews – Neighborhood representative approved the ballot package on August 28, 2007
  - Reasons for questionable ballots
    - No resident information form
    - Not in ballot area (how did they get a ballot?)
    - Received after deadline
    - Duplicate address
    - No ballot
    - Ballots were handed in at desk

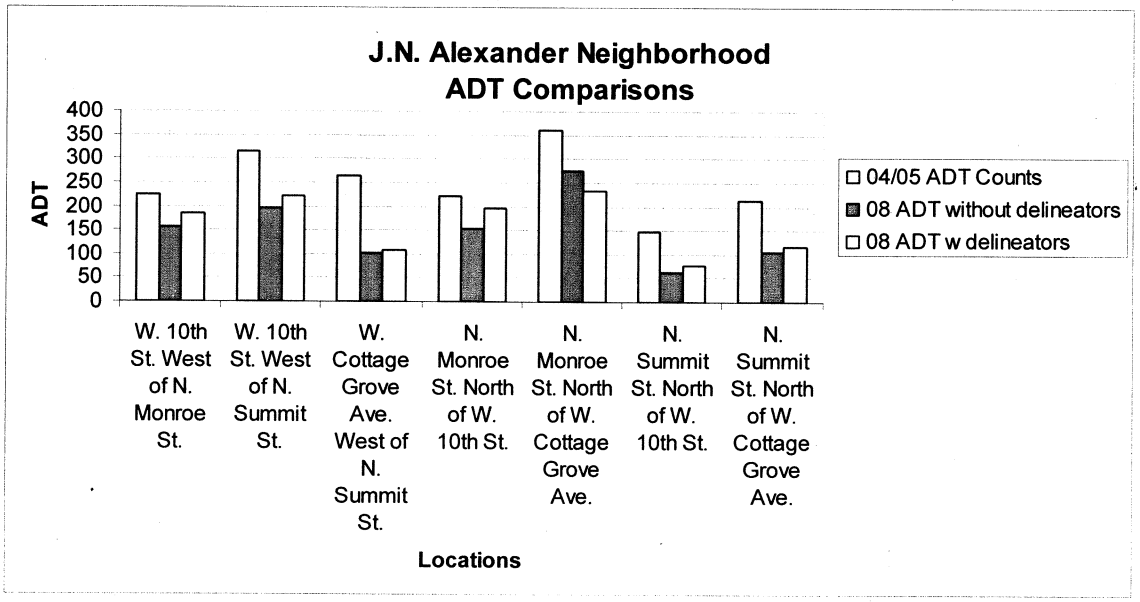
J.N. Alexander Neighborhood/Diamond Gardens
NTSP Traffic Calming Project
City Council Packet

TRAFFIC COUNTS FOR BEFORE AND AFTER INSTALLATION OF THE DEVICES

J. N. Alexander Neighborhood
85th Percentile Speed and ADT
Comparison Data

J.N. Alexander Neighborhood 85th Percentile Speed Comparison				
		2004/2005 speeds	With out Delineators	With Delineators
N of W. Cottage Grove	N. Summit	18	18	16
N of W. 10th St	N. Summit		20	21
N of W. Cottage Grove	N. Monroe	31	29	27
S of W. Cottage Grove	N. Monroe		27	26
W of N Summit	W. 10th		25	25
E of N Summit	W. 10th	26	26	24
W of N summit	W. Cottage Grove Ave		22	20





INDIANA OFFICER'S STANDARD CRASH REPORT

State Form: 23558 (Revised 5;03) Stock 302

Mail to:
Indiana State Police, Crash Records Section
100 North Senate Avenue, Indianapolis, IN 46204

001907949

Report: ● Original ○ Supplemental Page 1 of 5

Local ID: 100404-120

B04-06891

Date of Crash (Month / Day / Year)	Day of Week	Actual Local Time	County	Township	# Motor Vehicles	# Injured	# Dead	# Commercial Vehicles	# Deer
10 / 04 / 2004	Mon	1:09 ○ AM ● PM	Monroe	Bloomington	2	3	0	0	0

Road Crash Occurred On	Nearest/Intersecting Road/Mile Marker/Interchange	If not at an intersection, number of feet from	Direction	Road Class.
Summit	Cottage Grove			○ Interstate ○ County Road ○ US Road ● Local/City Road ○ State Road ○ Other

Inside Corporate Limits?	City/Town or Nearest City/Town	Property?	Crash Latitude	Crash Longitude
● Yes ○ No	Bloomington	○ Private ○ DNR ● Other		

Driver #1	Driver #2	Driver #3	Driver #4
Bixler, Michael E.	Rheinhardt, Marni		

Fill in only one Primary Cause for the crash

Fill in up to two ovals per vehicle for Driver Contributing Circumstances

Fill in one oval per vehicle for Vehicle and Environment Contributing Circumstances

Driver Contributing Circumstance	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Alcoholic Beverages	○	○	○	○	○
Illegal Drugs	○	○	○	○	○
Prescription Drugs	○	○	○	○	○
Driver Asleep or Fatigued	○	○	○	○	○
Driver Illness	○	○	○	○	○
Unsafe Speed	○	○	○	○	○
Failure to Yield Right of Way	○	○	○	○	○
Disregard Signal/Regulatory Sign	●	●	○	○	○
Left of Center	○	○	○	○	○
Improper Passing	○	○	○	○	○
Improper Turning	○	○	○	○	○
Improper Lane Usage	○	○	○	○	○
Following Too Closely	○	○	○	○	○
Unsafe Backing	○	○	○	○	○
Overcorrecting/Oversteering	○	○	○	○	○
Ran off Road	○	○	○	○	○
Wrong Way on One Way	○	○	○	○	○
Pedestrian's Action	○	○	○	○	○
Passenger Distraction	○	○	○	○	○
Violation of License Restriction	○	○	○	○	○
Jackknifing	○	○	○	○	○
Cell Phone Usage	○	○	○	○	○
Other Telematics in Use	○	○	○	○	○
Driver Distracted (Explain in Narrative)	○	○	○	○	○
Speed Too Fast for Weather Conditions	○	○	○	○	○
Other (Explain in Narrative)	○	○	○	○	○
None	○	●	○	○	○

Vehicle Contributing Circumstance	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Engine Failure or Defective	○	○	○	○	○
Accelerator or Failure or Defective	○	○	○	○	○
Brake Failure or Defective	○	○	○	○	○
Tire Failure or Defective	○	○	○	○	○
Headlights/al Defective or Not On	○	○	○	○	○
Other Lights Defective	○	○	○	○	○
Steering Failure	○	○	○	○	○
Window/Windshield Defective	○	○	○	○	○
Oversize/Overweight Load	○	○	○	○	○
Insecure/Leaky Load	○	○	○	○	○
Tow/Hitch Failure	○	○	○	○	○
Other (Explain in Narrative)	○	○	○	○	○
None	○	●	●	○	○

Environment Contributing Circumstance	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Glare	○	○	○	○	○
Roadway Surface Condition	○	○	○	○	○
Holes/Ruts in Surface	○	○	○	○	○
Shoulder Defective	○	○	○	○	○
Road Under Construction	○	○	○	○	○
Severe Crosswinds	○	○	○	○	○
Obstruction Not Marked	○	○	○	○	○
Lane Marking Obscured	○	○	○	○	○
View Obstructed	○	○	○	○	○
Animal/Object in Roadway	○	○	○	○	○
Traffic Control Inoperative/ Missing/Obscured	○	○	○	○	○
Utility Work	○	○	○	○	○
Other (Explain in Narrative)	○	○	○	○	○
None	●	●	○	○	○

Total Estimate of all damage in the Crash:
○ Under $1000 ○ $1001-$2500 ○ $2501-$5000 ● $5001-$10,000 ○ $10,001-$25,000 ○ $25,001-$50,000 ○ $50,001-$100,000 ○ Over $100,000

Area Information: Fill in one oval per category

Hit and Run
○ Yes ● No

Light Condition
● Daylight ○ Dawn/Dusk ○ Dark (Lighted) ○ Dark (Not Lighted) ○ Unknown

Type of Median
○ Driveable ○ Curbed ○ Barrier Wall ● None

Locality
○ Rural ● Urban

Weather Conditions
● Clear ○ Cloudy ○ Rain ○ Snow ○ Sleet/Hail /Freezing Rain ○ Fog/Smoke/Smog ○ Severe Cross Wind ○ Blowing Sand/Soil/Snow

Type of Roadway Junction
○ No Junction Involved ● Four-Way Intersection ○ T-Intersection ○ Y Intersection ○ Circle/Roundabout ○ Five Point or More ○ Interchange ○ Ramp

School Zone
○ Yes ● No

Surface Condition
● Dry ○ Wet ○ Muddy ○ Snow/Slush ○ Ice ○ Loose Material on Road (Gravel etc.) ○ Water (Standing or Moving)

Road Character
○ Straight/Level ○ Straight/Grade ● Straight/Hillcrest ○ Curve/Level ○ Curve/Grade ○ Curve/Hillcrest ○ Non-Roadway Crash

Rumble Strips
○ Yes ● No

Construction
○ Yes* ● No ○ Back-up

*If Yes **Construction Type**
○ Lane Closure ○ X-Over/Lane Shift ○ Work on Shoulder ○ Intermittent or Moving Work

Roadway Surface
● Asphalt ○ Concrete ○ Gravel ○ Other

Was this crash a result of aggressive driving? ○ Yes ● No

Traffic Control Devices
○ Officer/Crossing Guard/Flagman ○ RR Crossing Gate/Flagman ○ RR Crossing Flashing Signal ○ RR Crossing Sign ○ Traffic Control Signal ○ Flashing Signal
● Stop Sign ○ Yield Sign ○ Lane Control ○ No Passing Zone ○ Other (Explain in Narrative) ○ None

*Traffic Control Device Operational? ○ Yes ○ No

Other Property Damage (Include Cargo)

Name of Object	State Property	Owner's Name and Address
(1)	○ Yes ○ No	
(2)	○ Yes ○ No	

Witness/Other Participant

○ Witness ○ Other Participant	#	(Last Name, First Name, MI)
Address etc.		
Phone #	Location at Time of Crash	

○ Witness ○ Other Participant	#	(Last Name, First Name, MI)
Address etc.		
Phone #	Location at Time of Crash	

Non-Motorist

(Last Name, First Name, MI)

Non-Motorist
○ Pedestrian ○ Pedalcyclist ○ Other
Cited? ○ Yes ○ No
Direction
Street/Highway

Apparent Physical Condition
○ Normal ○ Had Been Drinking ○ Handicapped ○ Ill ○ Asleep/Fatigued ○ Drugs/Medication ○ Unknown

Traffic Control? ○ Yes ○ No
If yes, was traffic control operational? ○ Yes ○ No

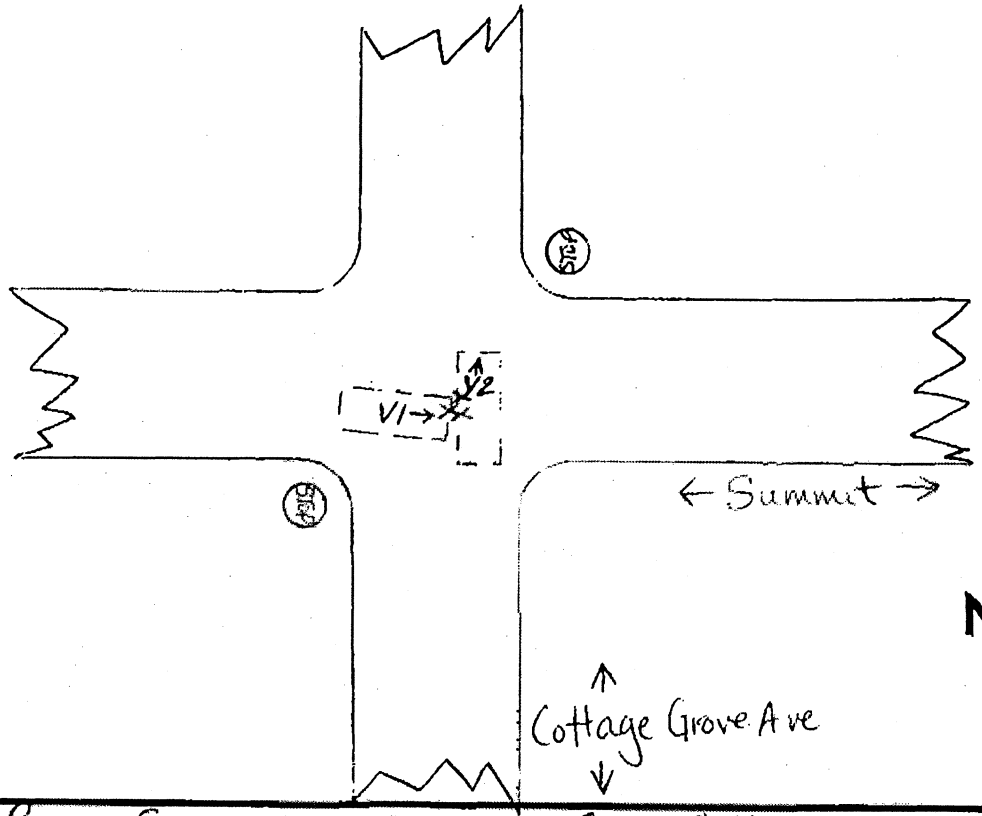
Non-Motorist Action
○ On designated non-motorists lane ○ Not in roadway ○ On shoulder ○ On roadway
○ With traffic ○ Against traffic ○ Crossing at intersection ○ Crossing not at intersection
○ Moving ○ Standing ○ Working ○ Getting in or out of a vehicle ○ Getting off or on a school bus ○ Other (Explain in Narrative)

001907949

Type of Crash

- ○ Rear End
- ○ Head On
- ○ Rear to Rear
- ○ Same Direction Sideswipe
- ○ Opposite Direction Sideswipe
- ○ Ran off Road
- ● Right Angle
- ○ Left Turn
- ○ Right Turn
- ○ Backing Crash
- ○ Other
- ○ Non-Collision
- ○ Left/Right Turn

Diagram: (Indicate North by Arrow) NOT TO SCALE



Narrative: V1 was NB on Summit. V2 was WB on Cottage Grove. D1 stated he did not see Stop sign and proceeded through intersection colliding with WB V2. D2 stated due to hillcrest approaching Summit she was already into intersection and couldn't avoid oncoming V1

* While working accident at scene, several residents commented on how often the NB Stop sign is disregarded, as motorists fail to see the sign in time to stop.

Time Notified	Time Arrived	Other Location of Investigation
1:09 ● PM	1:23 ● PM	

Assisting Officer	ID No.	Agency	Investigation Complete? ● Yes ○ No	Photos Taken? ○ Yes ● No
Assisting Officer	ID No.	Agency	Date of Report 10-04-04	
Investigating Officer (printed) T. Willingham	ID No. 1358	Agency Bloomington Police	Reviewing Officer	

J. N. Alexander Neighborhood

Between West 10th Street and West 11th Street

Engineering Study Data Summary

Three types of studies were conducted for this area: Volume and Speed, and Accident Frequency. These studies were conducted as a result of a request for traffic calming in the J. N. Alexander neighborhood which contains the following streets:

West 10th Street between North Adams Street and North Monroe Street
West Cottage Grove Avenue between North Adams Street and North Monroe Street
North Summit Street between West 10th Street and West 11th Street
North Monroe Street between West 10th Street and West 11th Street

For the Volume and Speed Studies, pneumatic tube-type traffic counters were used to collect the data. Data was collected both with delineators in place and without so a comparison could be made. The City Engineering Department staff placed seven counters in the following locations without delineators in place during the weeks of February 11th and 18th, 2008:

West 10th Street between North Adams Street and North Summit Street
West 10th Street between North Summit Street and North Monroe Street
West Cottage Grove Avenue between North Adams Street and North Summit Street
North Summit Street between West 10th Street and West Cottage Grove Avenue
North Summit Street between West Cottage Grove Avenue and West 11th Street
North Monroe Street between West 10th Street and West Cottage Grove Avenue
North Monroe Street between West Cottage Grove Avenue and West Cottage Grove Avenue

The City Engineer Department placed seven counters at the same previously mentioned locations with delineators during the week of March 17th, 2008[1].

The traffic counters collected data for more than 48 consecutive hours at the above locations. This insures the most accurate data collection in the event of a random spike in the volume which may result from a public event or sporting event. In this study, all of the data were consistent.

The following data are a comparison of volume and speed both with and without delineators in place:

Traffic Volume:

West 10th Street between North Adams Street and North Summit Street
Total without delineators: 195 vehicles per day or 8 vehicles per hour
Total with delineators: 221 vehicles per day or 9 vehicles per hour

West 10th Street between North Summit Street and North Monroe Street
Total without delineators: 155 vehicles per day or 7 vehicles per hour
Total with delineators: 184 vehicles per day or 8 vehicles per hour

West Cottage Grove Avenue between North Adams Street and North Summit Street
Total without delineators: 102 vehicles per day or 5 vehicles per hour
Total with delineators: 107 vehicles per day or 5 vehicles per hour

North Summit Street between West 10th Street and West Cottage Grove Avenue
Total without delineators: 61 vehicles per day or 3 vehicles per hour
Total with delineators: 77 vehicles per day or 3 vehicles per hour

North Summit Street between West Cottage Grove Avenue and West 11th Street
Total without delineators: 106 vehicles per day or 5 vehicles per hour
Total with delineators: 116 vehicles per day or 5 vehicles per hour

North Monroe Street between West 10th Street and West Cottage Grove Avenue
Total without delineators: 153 vehicles per day or 7 vehicles per hour
Total with delineators: 197 vehicles per day or 8 vehicles per hour

North Monroe Street between West Cottage Grove Avenue and West Cottage Grove Avenue
Total without delineators: 276 vehicles per day or 12 vehicles per hour
Total with delineators: 232 vehicles per day or 10 vehicles per hour

85th Percentile Speed[2]:

West 10th Street between North Adams Street and North Summit Street
Speed without delineators: 25 mph
Speed with delineators: 25 mph

West 10th Street between North Summit Street and North Monroe Street
Speed without delineators: 26 mph
Speed with delineators: 24 mph

West Cottage Grove Avenue between North Adams Street and North Summit Street
Speed without delineators: 22 mph
Speed with delineators: 20 mph

North Summit Street between West 10th Street and West Cottage Grove Avenue
Speed without delineators: 20 mph
Speed with delineators: 21 mph

North Summit Street between West Cottage Grove Avenue and West 11th Street
Speed without delineators: 18 mph
Speed with delineators: 16 mph

North Monroe Street between West 10th Street and West Cottage Grove Avenue
Speed without delineators: 27 mph
Speed with delineators: 26 mph

North Monroe Street between West Cottage Grove Avenue and West Cottage Grove Avenue
Speed without delineators: 29 mph
Speed with delineators: 27 mph

Percent of vehicles in excess of 30 miles per hour[3]:

West 10th Street between North Adams Street and North Summit Street
Percent without delineators: 3.4%
Percent with delineators: 3.3%

West 10th Street between North Summit Street and North Monroe Street
Percent without delineators: 3.9%
Percent with delineators: 2.6%

West Cottage Grove Avenue between North Adams Street and North Summit Street
Percent without delineators: 0.1%
Percent with delineators: 0.0%

North Summit Street between West 10th Street and West Cottage Grove Avenue
Percent without delineators: 0.0%
Percent with delineators: 0.0%

North Summit Street between West Cottage Grove Avenue and West 11th Street
Percent without delineators: 0.0%
Percent with delineators: 0.0%

North Monroe Street between West 10th Street and West Cottage Grove Avenue
Percent without delineators: 0.6%
Percent with delineators: 4.2%

North Monroe Street between West Cottage Grove Avenue and West Cottage Grove Avenue
Percent without delineators: 8.2%
Percent with delineators: 5.2%

Accident summary:

Only one accident has occurred since January 1, 2004. This accident was at the intersection of West 11th Street and North Adams Street. This intersection has multi-way stop signs in place, and it is not within the study area located in the J. N. Alexander Neighborhood. The accident was caused by a vehicle failing to stop. This accident would not have been correctable by the installation of a traffic calming device.

Note: This is only a summary of data collected for this specific site. It contains no recommendations or conclusions for this specific site.

[1] The delineators were placed in the locations of where the proposed traffic calming devices would be.
[2] The 85th percentile speed is the speed at which 85 percent of the motorists are travelling at or under. This speed is typically used for various traffic engineering calculations.
[3] It should be noted, all of the streets within the study area have a speed limit of 30 mph.

J.N. Alexander Neighborhood/Diamond Gardens
NTSP Traffic Calming Project
City Council Packet

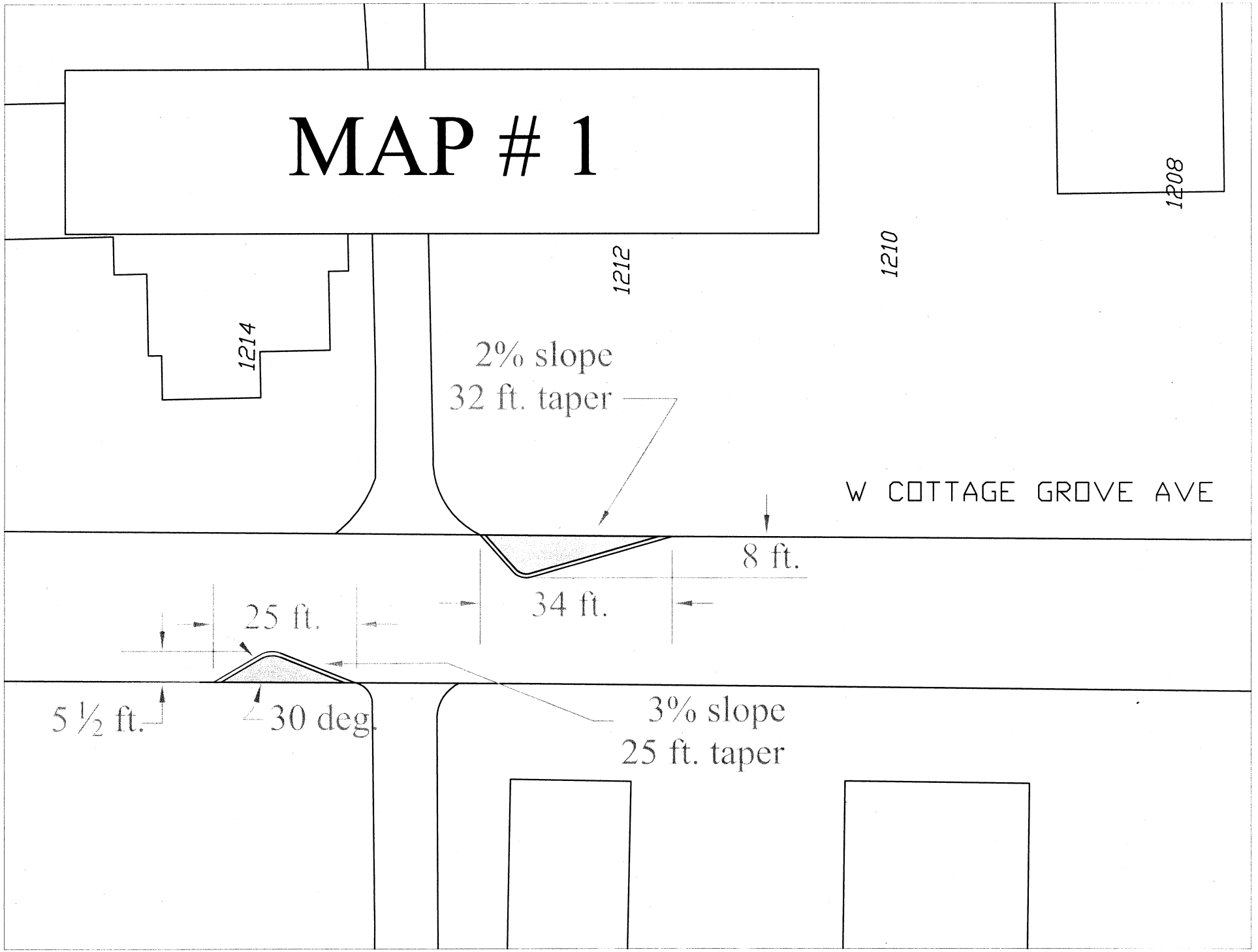
PROPOSED TRAFFIC CALMING DEVICES – MAP FOLLOWED BY DEPICTIONS OF EACH DEVICE

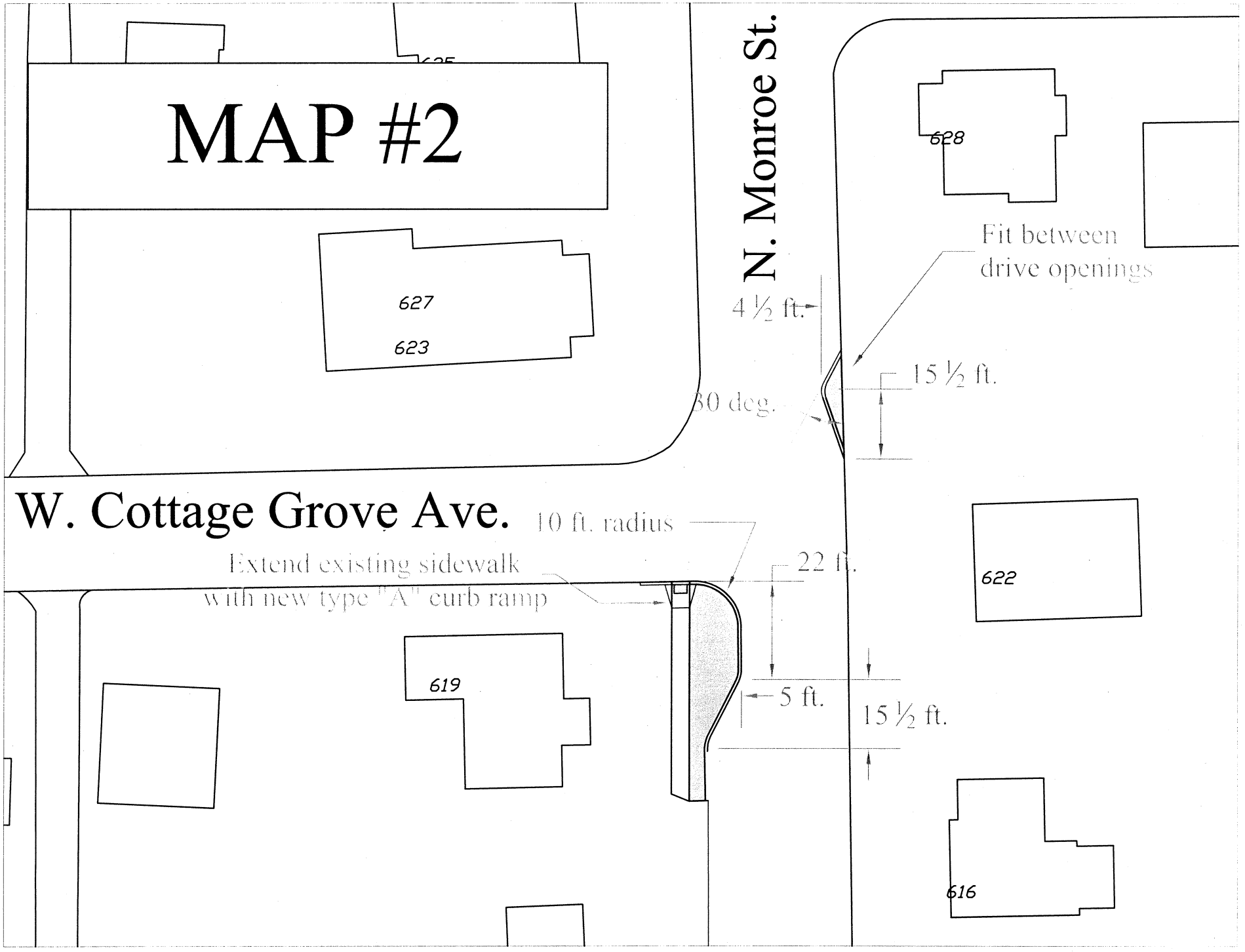
Proposed Ballot Area

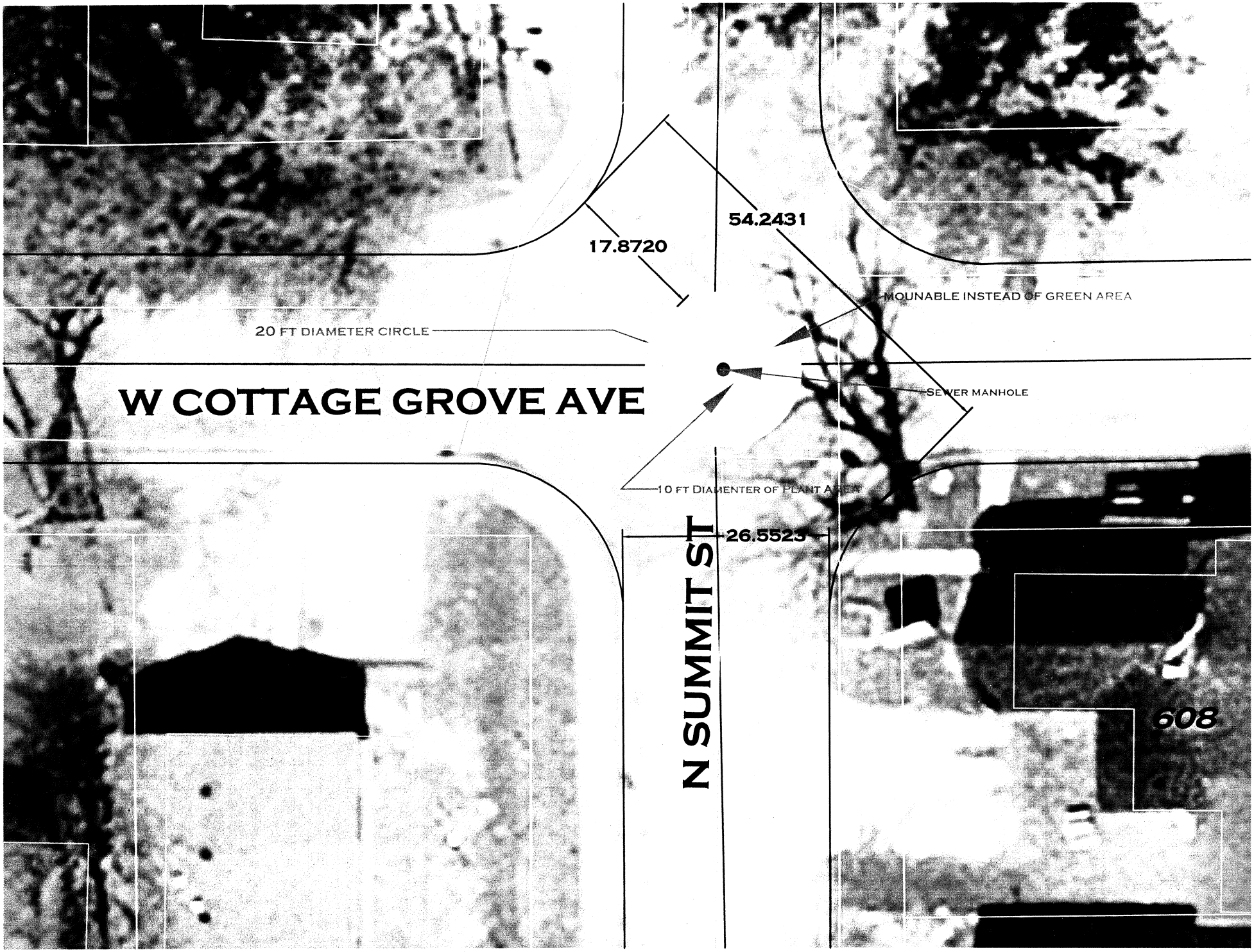
Neighborhood Traffic Safety Program

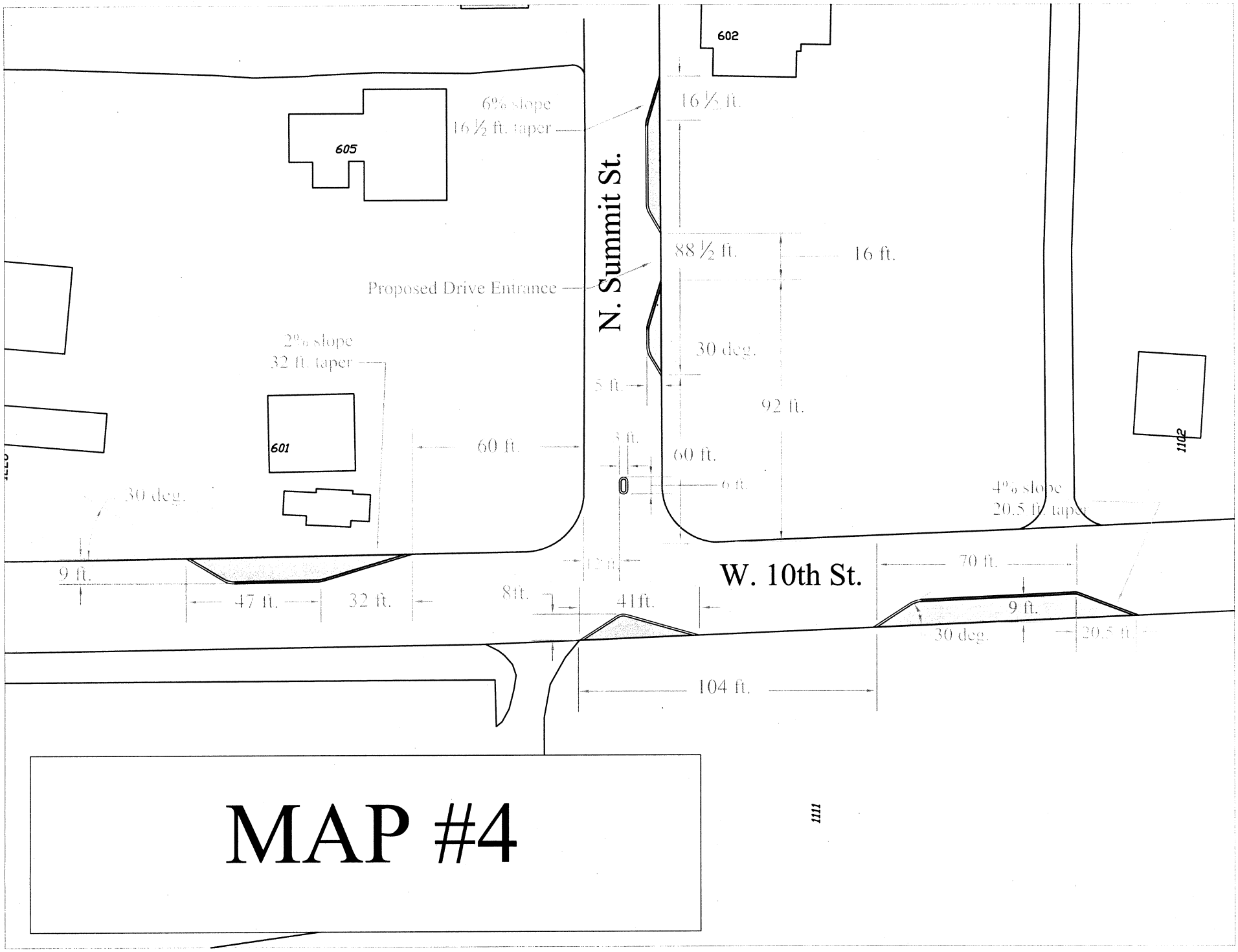
Traffic Calming Project for the

J. N. Alexander Neighborhood

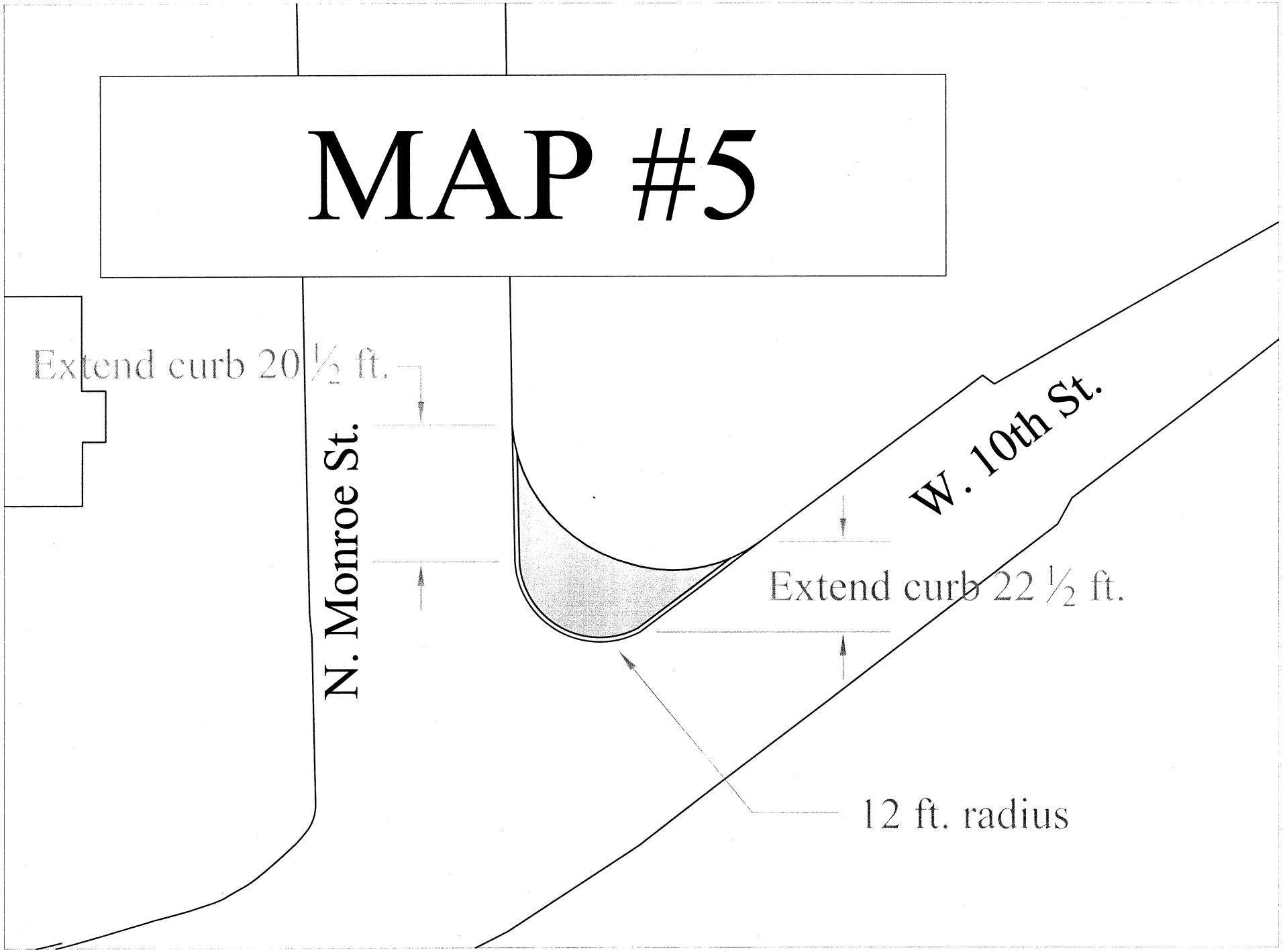

MAP # 1
1214
1212
1210
1208
2% slope
32 ft. taper
W COTTAGE GROVE AVE
8 ft.
34 ft.
25 ft.
5 ½ ft.
30 deg.
3% slope
25 ft. taper


MAP #2
N. Monroe St.
W. Cottage Grove Ave.
628
627
623
622
619
616
Fit between
drive openings
4 ½ ft.
15 ½ ft.
30 deg.
10 ft. radius
Extend existing sidewalk
with new type "A" curb ramp
22 ft.
5 ft.
15 ½ ft.


54.2431
17.8720
MOUNABLE INSTEAD OF GREEN AREA
20 FT DIAMETER CIRCLE
W COTTAGE GROVE AVE
SEWER MANHOLE
10 FT DIAMENTER OF PLANT AREA
26.5523
N SUMMIT ST
608


602
605
601
6% slope
16 ½ ft. taper
16 ½ ft.
N. Summit St.
88 ½ ft.
16 ft.
Proposed Drive Entrance
2% slope
32 ft. taper
30 deg.
5 ft.
92 ft.
60 ft.
3 ft.
60 ft.
6 ft.
30 deg.
4% slope
20.5 ft. taper
1102
9 ft.
47 ft.
32 ft.
12 ft.
8ft.
41ft.
W. 10th St.
70 ft.
9 ft.
30 deg.
20.5 ft.
104 ft.
1111

MAP #4


MAP #5
Extend curb 20 ½ ft.
N. Monroe St.
W. 10th St.
Extend curb 22 ½ ft.
12 ft. radius