

BLOOMINGTON TRAFFIC COMMISSION

AGENDA

August 24, 2024

4:30 P.M. –In-person and Virtual Hybrid meeting

City Hall, McCloskey Conference Room

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

Meeting ID: 635 944 1221

Passcode: COBPT

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

I. Call to Order

II. Approval of Minutes

A. June 20, 2024

B. July 24, 2024

III. Communications from Commission

IV. Public Comment*

V. Reports from Staff

VI. Old Business*

VII. New Business*

VIII. Traffic Inquiries

A. TC-24-05: N. Walnut St. and E. Blue Ridge Dr. Traffic Light or Other Safety Improvements – *Ryan Robling, Planning and Transportation Department*

B. TC-24-06: 4-Way Stop Request at the Intersection of S. Meadowbrook Dr. and E. Homestead Dr. – *Ryan Robling, Planning and Transportation Department*

IX. Adjournment

Next meeting – September 25, 2024 – City Council Chambers

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

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hirtzelm@bloomington.in.gov and provide your name, contact information, and a link to or description of the document or web page you are having problems with.

BLOOMINGTON TRAFFIC COMMISSION
MINUTES
April 24, 2024
4:30 P.M. –In-person and Virtual Hybrid meeting
City Hall, Council Chambers

- I. Call to Order**
- II. Love, Alexander, Ryterband, Shadday, Field, Moore, Burns, Cibor – in person**
 - A. Election of officers
 - i. Shadday nominated for chair. Motion: Ryterband Second: Burns. Nomination passes 8-0
 - ii. Ryterband nominated for vice chair. Motion: Alexander Second: Cibor. Nomination passes 8-0
- III. Approval of Minutes**
 - A. March 27, 2024
- IV. Communications from Commission**
 - A. Cibor gave an update his future attendance at upcoming meetings.
 - B. Cibor gave an additional update about attempting to fill the vacant Traffic Engineer position.
- V. Public Comment***
- VI. Reports from Staff**
 - A. Engineering Traffic Fatality Report – *Andrew Cibor, PE, PTOE, Engineering Department*
 - B. Cibor gave presentation on a fatality which happened S. Walnut Street Pike.
 - i. Ryterband asked about the result traffic calming measures that were installed on Moores Pike. Ryterband also asked about potentially including smaller scale traffic circles. Ryterband also asked about the type and color of clothing the pedestrian was wearing.
 - 1. Cibor stated he was not able to speak on what the pedestrian was wearing. Cibor was not able to provide a response to changes seen on Moores Pike at this time. Cibor expressed that a roundabout would likely be more suitable than a traffic circle.
 - ii. Alexander asked about knowledge of the pedestrian’s origin and how the intermittent sidewalk along with the rain and potential flooding played a role in the crash.

1. Cibor expressed that they have been unable to find more information about the route the pedestrian was traveling. Cibor stated that this sidewalk does not flood in rainy conditions.
- iii. Alexander talked about how roadway design is causing vehicles to travel above the posted speed limit, and asked if changes could be made to slow vehicle speeds.
 1. Cibor stated that many changes would be required, but some of the identified changes would be helpful.
- iv. Alexander expressed concern about the lack of enforcement, and how the lack of enforcement plays a role in reducing safety for pedestrians and cyclists.
- v. Ryterband asked about the land width, and asked if narrowing the lanes would assist in making this area slower and safer. Ryterband also asked about removing trees to make the sidewalk more visible and therefore safer.
 1. Cibor stated that narrower lanes lead to slower speeds, but expressed that paint alone will not slow speeds. In fact, narrowing a lane without physically narrowing will lead to an increase in motor vehicle speeds.
 2. Cibor was unsure of the exact location of the trees and if they were within the City's right of way.
 3. Burns stated he was not aware that a sidewalk was located on this stretch of road.

VII. Old Business*

VIII. New Business*

- A. TC-24-02: 7-Line Project Update and All-Way Stop Control Installation – *Andrew Cibor, PE, PTOE, Engineering Department*
Forward TC-24-02 only for the Dunn St. and 7th St. and Morton St. and 7th St. intersections. Motion: Alexander Second: Moore. 7-0 (Ryterband exited meeting prior to vote)
 - i. Cibor presented.
 - ii. Ryterband asked for clarification if any of the crashes that have taken place since the creation of the 7-line involved vulnerable road users.
 1. Cibor stated that one bicycle and one scooter crash had happened along the stretch of 7th St.
 - iii. Ryterband asked for clarification that most crashes being discussed involved drivers who weren't paying attention.
 - iv. Shadday pointed out a decreasing pattern of crashes, and asked if Cibor expected a pattern to continue.
 1. Cibor stated that he believed that the all way stop (AWSC) being reinstalled at the Dunn St. and 7th St. intersection

helped reduce the number of crashes but that the reinstallation alone was enough.

- v. Field asked about feedback related to Morton St. and Dunn St.
 - 1. Cibor stated that since the AWSC had been reinstalled at Dunn St. he has not heard any further feedback. Cibor also stated that Morton St. is the intersection he hears the most feedback for.
- vi. Field asked about potentially installing AWSC at both Morton St. and Dunn St. in order to see if that change helped before including the rest of the intersections.
 - 1. Cibor stated that the City had considered that, but was concerned about choosing intersections that did not meet the engineering warrants for a AWSC while not reinstalling AWSC at intersections that had met the warrants.
- vii. Burns expressed support for reinstalling the AWSC at Morton St. especially given the hill on 7th St. and the fact that this portion of 7th St. still has on street parking.
- viii. Alexander stated that he believes that the 7-line would work better all-around if drivers went 20 mph. Alexander then asked about changing the posted speed limit to 20 mph.
 - 1. Cibor stated that drivers slowing down would be helpful, but might not solve the issue of vehicles disregarding the stop sign. Cibor said that he does not believe that a posted speed limit would help, as drivers often ignore posted speed limits.
 - 2. Alexander stated that some drivers do follow the posted speed limit. Alexander expressed that speed is the concern here.
- ix. Alexander asked if bicyclist will come to a complete stop at stop signs. Alexander raised a concern that adding stops signs that bicyclists will not stop for will set them up for further driver aggression.
- x. Alexander asked why the one bicycle priority route was being given up on so quickly after its creation.
 - 1. Cibor state that this project, once completed, led to an increase in the number of crashes which resulted from the removal of existing AWSC. The proposal to reinstall the AWSC was not to slow bicyclists down but to make the corridor safer for all users.
- xi. Cibor expressed that personally he would prefer to not see AWSC return, but that he is concerned about the number of crashes that are happening as a result of their removal.
- xii. Cibor stated that Bloomington Transit, and Police department have not expressed concern about the proposal to reinstall AWSC.
- xiii. Alexander motioned to install an AWSC at Dunn St. and 7th St. Moore seconded. Voice vote 7-0.

- xiv. Burns motioned to adopt TC-24-02 as proposed in the staff report. Love seconded. Roll call vote 3-4 Nays: Alexander, Shadday, Field, Moore.
- xv. Field motioned to install an AWSC at Morton St. and 7th St. Burns seconded. Roll call vote 5-2 Nays: Moore, Alexander,.

IX. Traffic Inquiries:

X. Adjournment:

BLOOMINGTON TRAFFIC COMMISSION
MINUTES
July 24, 2024

- I. Call to Order**
Ryterband, Moore, Alexander, Love, Knoke, Shadday, Woerner – in person
- II. Approval of Minutes**
- III. Communications from Commission**
A. Alexander gave a report about refuge island on 3rd and Grant.
- IV. Public Comment***
- V. Reports from Staff**
- VI. Old Business***
- VII. New Business***
 - A. TC-24-03: Limit Vehicular Access to a Portion of the Alley between E. Kirkwood Ave. and E. 4th St. – *Ryan Robling, Planning and Transportation Department*
Forward TC-24-03 Motion: Alexander Second: Moore. Motion Passed: 3-2-2 Nays: Knoke, Love Abstentions: Shadday, Ryterband.
 - i. Robling presented
 - ii. Galen Cassady gave a petitioners statement
 - iii. Michael Cassady gave some additional background and information.
 - iv. Shadday asked about amount of damage to private property.
 - v. Shadday asked about other businesses along the alley, and if the Cassady's have reached out to them.
 - 1. Michael Cassady stated that he has reached out to some adjacent businesses.
 - 2. Galen gave additional feedback regarding from the Buskirk-Chumley Theater.
 - vi. Alexander asked for clarification about alleys that seem to be closed to vehicular traffic.
 - 1. Robling explained that those alleys were designed to prevent vehicular traffic prior to the creation of Title 15.
 - vii. Ryterband asked if alleys that seem to be closed to vehicular traffic have been vacated, and if not should they be included in a Title 15 amendment.

- viii. Knoke asked about how effective the current speed bumps appear to be at slowing cars down.
 - 1. Cassidy answered that they had seen some benefits but not to their desired result.
- ix. Knoke asked if other local businesses have had similar complaints about their alleys.
 - 1. Robling responded that this is the first such complaint.
- x. Love asked for clarification on where the restriction would start, and if it would have effects on delivery vehicles.
- xi. Ryterband asked for official positions on alleyways.
- xii. Motion was erroneously identified as failed. The final tally was in favor of the motion with a final vote of 3-2-2.

B. TC-24-04: Advisory Transportation Commission Draft Review – *Ryan Robling, Planning and Transportation Department*

- i. Robling presented.
- ii. Ryterband exited the meeting.
- iii. Shadday asked about the new commission incorporating what is now being reviewed and completed by Parking Commission, and if the new commission could take on that responsibility along with other responsibilities.
 - 1. Robling answered that the current structure of commissions does not lead to a holistic approach to transportation planning and that parking management is a form of transportation management.
- iv. Shadday asked if the work load will result in longer meetings for the new commission.
 - 1. Robling answered that the current structure leads to many meetings being cancelled.
- v. Knoke asked the new commission will have powers and duties that the three existing commissions do not currently have.
 - 1. Robling answered that to start no, the new commission will take on the responsibilities shared by the existing commissions. Additional duties and powers will likely come along as the commission grows.

VIII. Traffic Inquiries

IX. Adjournment

A. 5:43



2. Convert the middle lane on North Walnut Street into a dedicated turn lane for vehicles accessing the chiropractic office parking lot and other nearby properties
3. Implement traffic calming measures, such as clear signage and speed reduction devices, to discourage speeding and improve safety

Staff Response: The Engineering and Planning & Transportation Departments have begun reviewing the request and have put together the following data:

- There has been 1 FSI (fatal and serious injury) crash on this portion of N. Walnut St. at or near the intersection of E. Blue Ridge Dr. since 2018.
 - There have been 2 FSI crashes roughly 1,000 feet south along N. Walnut St. near the entrance drive to the Speedway gas station.
- The posted speed on this portion of N. Walnut St. is 45 MPH. Speed data will need to be collected.
- There have been no recent traffic counts on this portion of N. Walnut St. or E. Blue Ridge Dr. An updated traffic count will need to be collected.
 - 2017 Walnut St. – 15,319 Average Annual Daily Traffic (AADT)
 - 2011 Walnut St. – 10,521 AADT
 - 2002 Walnut St. – 15,790 AADT
 - 2003 Blue Ridge Dr. – 922 AADT

In order to install a traffic signal, an intersection must meet specific warrants outlined in the Manual on Uniform Traffic Control Devices (MUTCD). It is currently unclear if this particular intersection has met those warrants. The City will need to gather additional data in order to determine eligibility. Other traffic calming alternatives should be considered as well.

Recommendation: Staff requests that the Traffic Commission identify if this traffic inquiry needs further analysis before a future case can be heard. Staff also asks the Commission to specify the types of data and information they would like to review, as well as any traffic calming alternatives they believe should be considered.

Petition to Install a Sensor-Activated Traffic Light and Dedicated Turn Lane at the Intersection of E. Blue Ridge Dr. and N. Walnut St. in Bloomington, IN

To the Office of the Mayor, City Council and Transportation Department of Bloomington, Indiana:

We, the undersigned residents of the Blue Ridge community and other concerned citizens in Bloomington, hereby petition for the installation of a sensor-activated traffic light and a dedicated turn lane on North Walnut Street at the intersection of East Blue Ridge Drive and North Walnut Street.

1. As members of the Blue Ridge community, we have witnessed a significant increase in speeding, accidents, and near-misses at this intersection. The lack of proper traffic control and the current lane configuration on North Walnut Street have contributed to limited visibility and dangerous situations for motorists entering and exiting the addition as well as the nearby chiropractic office parking lot.

To address these issues, we propose the following:

1. Install a sensor-activated traffic light to regulate traffic flow and reduce speeding
2. Convert the middle lane on North Walnut Street into a dedicated turn lane for vehicles accessing the chiropractic office parking lot and other nearby properties
3. Implement traffic calming measures, such as clear signage and speed reduction devices, to discourage speeding and improve safety

By implementing these changes, the city can:

1. Significantly reduce the risk of accidents and injuries at this intersection
2. Improve visibility and safety for motorists turning onto and off of North Walnut Street from nearby properties
3. Discourage speeding and create a safer environment for all Blue Ridge residents
4. Provide safer access for visitors to the City's visitor center, ensuring they can comfortably navigate the area

We, the Blue Ridge community, urge the City Council and Transportation Department to prioritize the safety of our residents and visitors by promptly addressing these issues. The installation of a sensor-activated traffic light, dedicated turn lane on North Walnut Street, and traffic calming measures at the intersection of E. Blue Ridge Dr. and N. Walnut St. will demonstrate the city's commitment to creating a safer community for all residents and guests, including those in the Blue Ridge neighborhood and those visiting our city.

Sincerely, The undersigned residents of the Blue Ridge community, Bloomington, IN

Vehicle Type	LPA	Collision Date	Collision Time	Vehicles Involved	Serious Injury	Fatality	Latitude	Longitude	Light Condition	Weather Condition	Surface Condition	Roadway Function	Primary Factor	Manner of Collision	Nearest Cross Street
Vehicle	BLOOMINGTON PD	9/16/2021	6:56:00 AM	2 Y	N	N	39.194215	-86.53396	DAWN/D	CLEAR	DRY	NO JUNCTION	FOLLOWING TOO CLOSELY	REAR END	BLUERIDGE/MAIN/UTST
Vehicle	BLOOMINGTON PD	9/16/2020	8:10:00 AM	2 Y	N	N	39.193723	-86.53349	DAVLGH	FOG/SMO	DRY	T-INTERSECTION	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE	ENTRANCETO2700N/WALNUTSTN/WALNUTST
Vehicle	BLOOMINGTON PD	8/10/2018	9:59:00 AM	2 Y	N	N	39.196948	-86.5344	DAVLGH	CLEAR	DRY	T-INTERSECTION	FOLLOWING TOO CLOSELY	REAR TO REAR	EBLURIDGE/DRN/WALNUTST



MEMORANDUM

To: Traffic Commission
From: Neil Kopper, PE
Date: December 14, 2016
Re: N. Walnut and E. Blue Ridge intersection

Background

The Traffic Commission previously received an email from a citizen representing the neighborhood association requested investigation of the E. Blue Ridge and N. Walnut intersection [in response to complaints from residents and concerns about crashes]. The concerned citizen also presented their complaint to traffic commission.

Traffic Commission requested staff gather data at this location. Crash data shows 3 crashes related to the intersection between 2014 and 2016 (see specifics on page 3). According to data collected in 2013, the average speed was 36 mph and the 85th percentile speed was 42 mph with a posted speed limit of 40 mph south of Blue Ridge and 45 mph north of Blue Ridge. The average daily traffic count in 2013 was 8,222. There are alternative routes available to exit or enter the neighborhood via N. Dunn St. (see map on page 4).

Recommendations

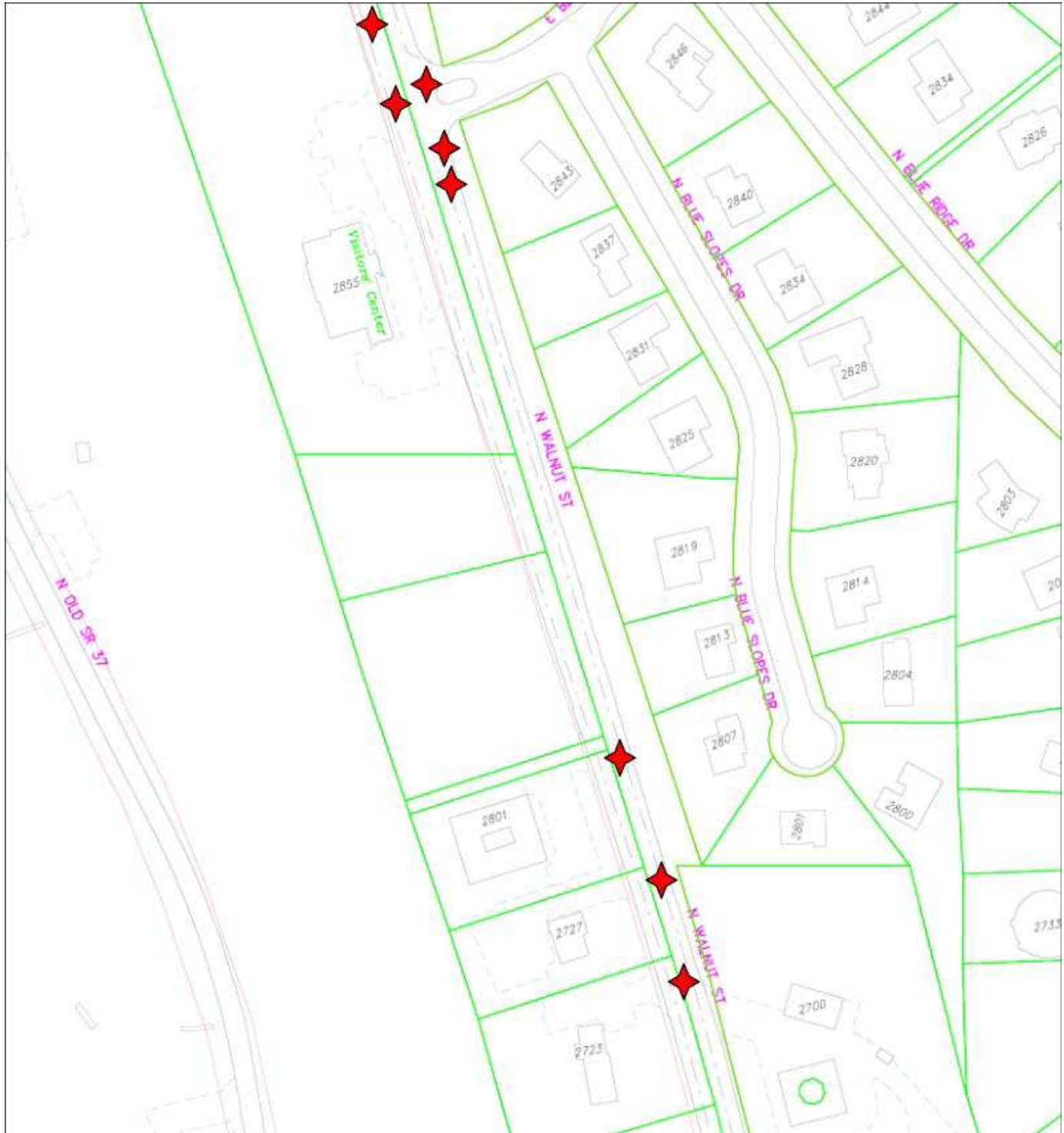
Crash history and speeds do not seem atypical in this context. This location could continue to be monitored, but doesn't stand out as a high-priority intersection. Staff would like to hear the traffic commission's recommendation based on this available data.



View of south N. Walnut St from E Blue Ridge Dr.

View of north N. Walnut St from E Blue Ridge Dr.





3 Crashes reported between 2014 and 2016 related to the intersection:

- 4/22/2015- D1 didn't see D2 when they pulled onto N Walnut from E Blue Ridge
- 1/22/2016- Rear end on N Walnut as turning onto E Blue Ridge
- 4/8/2016- D1 making left turn (south) onto Walnut from Blue Ridge and struck D2 traveling north on N Walnut

5 crashes not related to intersection

**City of Bloomington Traffic Commission Minutes
January 15, 2017 in the Council Chambers, City Hall**

Traffic Commission minutes are transcribed in a summarized outline manner. Audio recordings of the meeting are available in the Planning and Transportation Department for reference.

Attendance

Traffic Commission: James Batcho, Andrew Cibor, Markeus Farrand, Larry Haywood, Judi Maki, Abigail Pietsch, Sarah Ryterband, and Joe VanDeventer

Others in Attendance: Sandi Clothier (Near West Side Neighborhood), Emily Sprouts (Near West Side Neighborhood), Sara Gomez (staff), Daniel Backler (staff), and Scott Robinson (Staff)

- I. Call to Order (~4:35 PM)**
- II. Nominations and Elections of 2017 Chair and Vice Chair*** - Mr. Cibor motioned that Ms. Ryterband serve as the Chair and Mr. Farrand serve as the Vice Chair. Ms. Maki seconded the motion. **The motion passed 8-0.**
- III. Approval of Minutes – December 14, 2016.** Mr. Haywood wanted staff to check the recording to see if a vote was taken on the last agenda item. The approval of the December minutes will be considered at the next meeting.
- IV. Public Comment** – none.
- V. Communications from Commission** – none.
- VI. Reports from Staff**
 - A. 90 Day Orders** – Mr. Robinson said copies of the 90 Day orders are included in the packet for reference and reflect past recommendations of the Commission.
 - B. 2017 Meeting Schedule** – Mr. Robinson included the schedule again in the meeting packet for reference.
- VII. Old Business** – none.
- VIII. New Business**
 - A. Walnut Street and Blue Ridge Drive – intersection analysis** – Ms. Gomez explained staff evaluated this intersection based on past guidance from the Commission and a request from a resident. She reviewed the information included in the packet. Mr. Cibor said the data and analysis does not show any immediate concerns and suggests this intersection continue to be monitored through annual crash reports.

B. Longview Avenue and Pete Ellis Drive – intersection stop control and speed limit* - Ms. Gomez explained this item is in response to a resident's request to consider a traffic light at this intersection. She reviewed the crash and traffic data included in the packet. The posted speed limit signs also do not reflect what is listed in Title 15. Commission members discussed issues of congestion, safety, speed, and possible solutions. The rail road crossing and the John Hinkle Place intersection also create traffic concerns. Flashing red and yellow warning lights, cross traffic does not stop signs, and marked crosswalks were discussed as options. Mr. Robinson explained this intersection has been discussed at the Bicycle and Pedestrian Safety Commission for safety concerns and the challenges to cross Pete Ellis Drive. Longview is a priority corridor for bicyclists and pedestrians. Mr. VanDeventer explained the traffic signals at 3rd Street and 10th Street are operated by the State which would make coordination with City traffic signals difficult. Mr. Cibor motioned to approve staff's recommendations and Mr. Haywood seconded. Ms. Ryterband motioned to amend the first motion and change the posted speed limit to 25 MPH speed as reflected in Title 15. Ms. Maki seconded. **The second motion passed 5-3.** There was no further discussion. **The revised motion passed 8-0.**

C. Kirkwood Avenue and Madison Street – intersection stop control* - Mr. Backler reviewed the staff report. He explained that while the data does not meet the typical traffic warrants for stop control, other site conditions fall within engineering judgment to consider. Commission members discussed the crash data, sight distances, on-street parking, the comparison to other intersections, and the behavior of travelers along Kirwood Avenue. Discussion ensued around the context of the area, along with the B-Line trail, and the design and operation/function of the roadway. The consensus on these other considerations did agree with staff's recommendations. Mr. Farrand motioned to approve an all way stop as detailed in the staff report. Ms. Maki seconded. **The motion passed 5-3.**

D. Rogers Street – on-street parking consideration at 6th Street and 8th Street – remove on-street parking* - Mr. Backler provided an overview of the staff report and discussed the traffic volume, crash data, and sight distance information. Mr. Haywood agreed the crash data and sight distance supports removing parking. Ms. Clothier explained she has lived in the neighborhood for over 20 years and is very familiar with this area. It has changed a lot over time and the traffic speeds and volumes have increased. The hill on Rogers Street also creates sight distance concerns for crossing Rogers Street, especially for pedestrians and bicyclists. She would also like to see marked crosswalks to help improve the intersections. Ms. Sprouts said her family also lives in the neighborhood and vehicles park here for long periods of time. The parked vehicles

create poor sight distances and is a safety concern when trying to cross Rogers Street. She also thinks marked crosswalks will help by keeping the intersection open when traffic backs up along Rogers Street. Mr. VanDeventer motioned to approve staff's recommendations and Ms. Ryterband seconded. She also noted that staff should look at the 4th and Rogers improved crossing concept as a future possibility for these intersections. **The motion passed 8-0.**

IX. Traffic Inquiries – none

X. Adjournment (~5:50 PM)

Next meeting – February 22, 2017

**Action requested*



- There have been 2 non-FSI crashes, both identified as “unsafe backing,” at or around the intersection of S. Meadowbrook Dr. and E. Homestead Dr. since 2007.
- There is appropriate “Dead End” signage before the intersection.
- The posted speed on S. Meadowbrook Dr. is 25 MPH.
 - There is no posted speed on E. Homestead Dr.; however the speed limit is 25 MPH.

While staff supports efforts to improve intersection safety, we're not certain that a 4-way stop will meaningfully improve the safety of this intersection. Other traffic calming measures might be more effective.

Recommendation: Staff requests that the Traffic Commission identify if this traffic inquiry needs further analysis before a future case can be heard. Staff also asks the Commission to specify the types of data and information they would like to review, as well as any traffic calming alternatives they believe should be considered.