



## **Packet Related Material**

### **Memo**

### **Agenda**

### **Calendar**

### **Notices and Agendas:**

*None*

### **Legislation for Final Action:**

**Ord 05-11** To Amend Title 9 of the Bloomington Municipal Code Entitled "Water" (Rate Adjustment)

*(Please see the weekly packet for the April 6, 2005 Regular Session for the summary, legislation, and background material.)*

Contact: Patrick Murphy at 349-3650 or [murphyp@bloomington.in.gov](mailto:murphyp@bloomington.in.gov)

**Ord 05-12** An Ordinance Concerning the Construction of Additions, Extensions and Improvements to the Waterworks of the City of Bloomington, Indiana, the Issuance of Revenue Bonds to Provide the Cost Thereof, the Collection, Segregation and Distribution of the Revenues of said Waterworks, the Safeguarding of the Interests of the Owners of said Revenue Bonds, Other Matters Connected Therewith, Including the Issuance of Notes in Anticipation of Bonds, and Repealing Ordinances Inconsistent Herewith

*(Please see the weekly packet for the April 6, 2005 Regular Session for the summary, legislation, and background material.)*

Contact: Vickie Renfrow at 349-3557 or [renfrowv@bloomington.in.gov](mailto:renfrowv@bloomington.in.gov)

**Ord 05-13** To Amend Title 8 of the Bloomington Municipal Code, Entitled "Historic Preservation and Protection" to Establish a Historic District -  
Re: "The Home Laundry Building at 300 East 3rd Street (Bloomington Historic Preservation Commission, Petitioner)

*(Please see the weekly packet for the April 6, 2005 Regular Session for the summary, legislation, and background material.)*

Contact: Nancy Hiestand at 349-3507 or [hiestann@bloomington.in.gov](mailto:hiestann@bloomington.in.gov)

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

**Ord 05-14** To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles And Traffic" (Amending Chapter 15.26 "Neighborhood Traffic Safety

Program” in Order to Authorize Traffic Calming Devices on East Azalea Lane Between Wylie Farm Road and Highland Avenue)

- Map of Area; Memo from Justin Wykoff, Manager of Engineering Services; Exh A – Application for Traffic Calming Devices; Exh B – Petition; Exh C – Traffic Counts, Speeds, and Accidents; Exh D – Responses from Emergency Services; Exh E – Map of Traffic Calming Devices; Exh F - Neighborhood Traffic Safety Program Procedures; Exh G– Annotated Version of BMC 15.26 (Neighborhood Traffic Safety Program
- Amendment 1 – Submitted by Justin Wykoff - Removing Speed Bump
- Amendment 2 – Submitted by Councilmember Sabbagh – Adding Traffic Islands on Wylie Farm Road at Entrance to East Azalea Lane

*Contact: Justin Wykoff at 349-3593 or wykoffj@bloomington.in.gov*

**Ord 05-15** To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration And Personnel” (Adopting Section 2.12.100 entitled “Bloomington Commission on Sustainability”)

- Memo from Councilmember Rollo; Link to Other Cities’ Sustainability Initiatives; BMC 2.08.020 (General Provisions for the Executive Branch and the Conduct of Boards and Commissions)

*Contact: Dave Rollo at 349-3409 or rollod@bloomington.in.gov*

**Minutes from Regular Session:**

**Memorandum** from April 12, 2005 Executive Session

### **Memo**

#### **Three Ordinances Ready for Final Action and Two Ordinances Ready for Introduction at the Regular Session on April 20<sup>th</sup>**

There are three ordinances ready for final action and two ready for introduction next Wednesday. The three ordinances ready for final action can be found in the packet for the April 6<sup>th</sup> Regular Session and the two ordinances ready to be introduced next week can be found in this packet along with summaries (below) and related background material (attached).

## **First Readings**

### **Item One – Ord 05-14 - Authorizing the Installation of Traffic Calming Devices on East Azalea Lane**

**Ord 05-14** amends schedule J-1 of the BMC to authorize traffic calming devices in the form of islands and one speed bump on East Azalea Lane between Highland Wylie Farm Road and Highland Avenue. This proposal has come forward under the procedures set forth in the Neighborhood Traffic Safety Program (NTSP) (Exh F-attached), which is incorporated into Chapter 15.26 of the BMC. This program was adopted in 1999 (Ord 99-16) in order to promote the “livability of neighborhoods” by controlling vehicular speeds. The following paragraphs briefly summarize the steps taken so far under the program, as indicated in the memo and material provided by Justin Wykoff, Manager of Engineering Services.

Please note that two amendments have been submitted along with the ordinance. One comes from the City Engineering Department, which would replace the speed bump with another traffic island and the other comes from Councilmember Sabbagh, which would add two islands on Wylie Farm Road at the intersection with East Azalea Lane.

#### **Step One - Application – May, 2004**

The NTSP requires that persons or neighborhood associations file an application for traffic-calming devices signed by at least 50% of the affected residents and endorsed by a council member. The Walnut Creek Neighborhood Association filed an application for traffic calming devices on May 20, 2004 with the required endorsement of a council member (District 5 Representative Sabbagh) and with the approval of 53% of the 58 possible resident signatures. The application (Exh A) asserted that 95% of the cars traveling on East Azalea Lane merely pass through the neighborhood and that “virtually every car ... exceed(s) the speed limit.” It also noted an accident in 1999 where a car went off the road and damaged a garage and mentioned the daily migration of deer across the road. In order to address the problem it recommended the following order of remedies: large, platform style speed bumps (similar to those installed on Covenant Drive); Chicane-style routers; stop signs, and lower speed limits with appropriate signage.

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

In June of 2004, in accordance with Step two of the NTSP, the Engineering Department verified the petition and conducted traffic counts. That data (Exh C - attached) was collected soon after the application was filed in order to count high school students going to and from school. The timing, however, did not allow the Engineering Department to determine the percentage of “cut through” traffic. The data revealed that 892 cars went along this street each day and that the number was evenly split between east and west bound traffic. It also indicated that 85% of the traffic traveled at or below 35 mph, which was 5 mph over the speed limit, and that more cars speed in an eastbound rather than in a westbound direction.

At the same time, staff reviewed the two accidents that occurred since 2000 and concluded that neither would have been prevented by any of the proposed traffic-calming remedies. Also, in accordance with the NTSP procedures, staff met with various safety services about the problem, who expressed opposition to the installation of speed bumps (see Exh D). For that reason, staff sought and continues to advocate for alternatives to speed bumps.

## Step Three - Bicycle and Pedestrian Safety Commission – June, 2004

Under step three of the NTSP, the Bicycle and Pedestrian Safety Commission considered the petition and staff data on June 21, 2004, and voted to "validate" the petition which, under the guidelines, constitutes "a commitment to do something about the problem." Please note that although not strictly in accordance with the procedures, the Commission begins the evaluation of the proposal at this point rather than at step five.

## Step Four - Public Meeting – August, 2004

Step four of the NTSP 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 lies on a neighborhood collector, as is the case with Azalea Lane, the NTSP also requires the department to notify a larger area of residents. Staff sent letters to larger pool of affected residents and met with seven of them in the Council Chambers on August 3<sup>rd</sup> and another 18 at a residence on Azalea Lane on August 5<sup>th</sup>.

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

Step five of the NTSP calls for the Bicycle and Pedestrian Safety Commission, staff, and any interested residents to evaluate the proposal according to a set of seven criteria: 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. All parties agreed that the traffic islands met the criteria, but staff disagreed with the others in regard to the speed bump.

### Step Six - Project Ballot

Step six of the NTSP requires staff to ballot the affected households (which encompasses a larger area when involving a neighborhood collector street) and bring the project to the Council only if at least 50% vote in favor of the proposal. In this case 70% of the 68 ballots supported for the proposal.

### Step Seven - Testing and Evaluation of Device

Step seven of the NTSP may take place if the staff chooses to test devices in order to determine their effectiveness. The Engineering staff did so here with the help of traffic cones and reported that the maximum speed at which 85% of the cars traveled dropped from 35 mph to 29 mph.

### Step Eight - Council Action

The guidelines and code require the Council to approve the project. 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 (Exh G - attached).

### Subsequent Steps Nine Through Eleven

Once the Council has acted in favor of the project, the Engineering Department submits 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 will be maintained by the Public Works Department, the trees will be maintained by the Parks and Recreation Department, and the other landscaping will be maintained by the neighborhood association (step eleven). And, after the devices

have been installed for six months, the City may choose to reevaluate their effectiveness (step twelve).

### **Amendments**

As mentioned in the first few paragraphs there are two amendments included with this material. The first has been submitted by Justin Wykoff and would remove the speed bump at the request of the safety services. The second has been submitted by Councilmember Sabbagh and would add two traffic islands on Wylie Farm Road at the entrance to East Azalea Lane. Please note that while the residents on Azalea Lane and at the corner of Wylie Farm Road have had an opportunity to vote on these devices, no other residents along Wylie Farm Road have had that opportunity. Please also note that according the procedures the Walnut Creek Neighborhood Association would be responsible for the landscaping in these islands.

### **Item Two – Ord 04-15 – Amending Title 2 (Administration and Personnel) in Order to Establish the Bloomington Commission on Sustainability**

**Ord 05-15** is sponsored by Councilmember Rollo and would amend Title 2 of the Bloomington Municipal Code by creating the Bloomington Commission on Sustainability. He has spoken about this Commission in the past and wanted to bring it forward next week in honor of Earth Day (April 23<sup>rd</sup>). This Commission complements the Sustainable City initiatives endorsed by the Mayor. You may recall that earlier this year the Mayor requested and was granted funds for an Assistant Director of Economic Development whose role was to serve as a liaison to the Sustainability Commission as well as to serve as a small business advocate and help make the City more accessible to business.

The focus of the proposed commission is to foster a three-pronged approach to the long term viability of the community - one that simultaneously considers our social, environmental and economic future. Or, as stated in the proposal, the Commission seeks “to enhance the socio-environmental-economic well-being of the community without compromising the quality of life for future generations.”

The practice of “sustainability” calls upon many disciplines and provides a unifying framework under which the community can: use resources efficiently, create efficient infrastructures, protect and enhance the quality of life, and create new business to strengthen the local economy. Here are two common and useful definitions of the term:

- “ Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.”  
*United Nations World Commission on Environment and Development*
- “ A sustainable community effort consists of a long-term, integrated, systems approach to developing and achieving a healthy community by jointly addressing economic, environmental, and social issues. Fostering a strong sense of community and building partnerships and consensus among key stakeholders are also important elements of such efforts.  
The focus and scale of sustainability efforts depend on local conditions, including resources, politics, individual actions, and the unique features of the community. The sustainable communities approach has been applied to issues as varied as urban sprawl, inner-city and brownfield redevelopment, economic development and growth, ecosystem management, agriculture, biodiversity, green buildings, energy conservation, watershed management, and pollution prevention. Many of these issues and other community problems cannot easily be addressed by traditional approaches or traditional elements within our society.  
Many people feel it is better to address such problems through a more collaborative and holistic systems approach because such problems are diffuse, multidisciplinary, multiagency, multistakeholder and multisector in nature.” Beth E. Lachman, *Linking Sustainable Community Activities to Pollution Prevention: A Sourcebook*, April 1997.

Several communities have adopted sustainability commissions or created sustainability departments or initiatives including: Portland, OR; Boulder, CO; San Francisco, CA; San Jose, CA ; Vancouver, BC; Austin, TX; Palo Alto, CA and Chicago, IL. Please see the sheet of web links to useful sites enclosed with this packet.

The Sustainability Commission would have two primary roles. First, it would provide education and outreach to the community, helping the public understand, and take action on issues of sustainability. Second, the Commission would work to advise the City on sustainable practices. Toward this end, the Commission will serve as a conduit - advising, coordinating and facilitating communication on best sustainable practices for the City. It will both develop and monitor a set of “Sustainability Indicators” that will be included in an annual report to the Council, Administration and the public. The idea is that sustainability is a concept that cuts across departmental boundaries and that the Commission’s suggestions will infuse

all the work of city government. In that regard, the Commission will serve as a link among and between City departments, boards and commissions, area businesses, non-governmental organizations and educational institutions.

Danise Alano, will among her other economic development duties, serve as liaison for the Commission and also assist with outreach efforts and in researching and applying for grants. Other administrative support will be provided by the City Administration as needed.

The appointments to, and conduct of, the Commission will be governed by BMC 2.08.020, which sets forth the general rules for the City's boards and commissions (which is enclosed in this packet).

The Commission will be comprised of twelve members: six appointed by the Mayor and six appointed by the Common Council. One of the six Council appointments will be a council member who serves in *ex officio* status. Council member Rollo suggests that the nature of the Commission calls for twelve members who should be ready to do much of the work. Other cities have much larger commissions. For example, Portland has seventeen members on its Commission.

The Commission's membership shall represent a balance among, environmental, economic and social sectors of the community. Officers are to be appointed annually and the Commission will meet once a month, each month of the year.

The powers and duties of the Commission include:

- 1) proposing and promoting sustainability initiatives in the community;
- 2) advising the City on sustainable practices;
- 3) developing and monitoring sustainability indicators;
- 4) providing an annual report based on such indicators;
- 5) advising consulting and cooperating with private and public entities on the local, State and federal levels;
- 6) adopting administrative rules and regulations for the conduct of its business; and,
- 7) researching and applying for both private and public grants.



**NOTICE AND AGENDA FOR  
COMMON COUNCIL, REGULAR SESSION  
7:30 P.M., WEDNESDAY, APRIL 20, 2005  
COUNCIL CHAMBERS  
SHOWERS BUILDING, 401 NORTH MORTON**

**I. ROLL CALL**

**II. AGENDA SUMMATION**

**III. APPROVAL OF MINUTES FOR:** Executive Session: April 12, 2005

**IV. REPORTS FROM:**

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

**V. APPOINTMENTS TO BOARDS AND COMMISSIONS**

**VI. LEGISLATION FOR SECOND READING**

1. Ordinance 05-11 To Amend Title 9 of the Bloomington Municipal Code Entitled “Water” (Rate Adjustment)

Committee Recommendation: Do Pass 5 - 0 - 2

2. Ordinance 05-12 An Ordinance Concerning the Construction of Additions, Extensions and Improvements to the Waterworks of the City of Bloomington, Indiana, the Issuance of Revenue Bonds to Provide the Cost Thereof, the Collection, Segregation and Distribution of the Revenues of said Waterworks, the Safeguarding of the Interests of the Owners of said Revenue Bonds, Other Matters Connected Therewith, Including the Issuance of Notes in Anticipation of Bonds, and Repealing Ordinances Inconsistent Herewith

Committee Recommendation: Do Pass 7 - 0

3. Ordinance 05-13 To Amend Title 8 of the Bloomington Municipal Code, Entitled “Historic Preservation and Protection” to Establish a Historic District - Re: “The Home Laundry Building at 300 East 3rd Street (Bloomington Historic Preservation Commission, Petitioner)

Committee Recommendation: Do Pass 1 - 1 - 5

**VII. LEGISLATION FOR FIRST READING**

1. Ordinance 05-14 To Amend Chapter 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” (Amending Chapter 15.26 “Neighborhood Traffic Safety Program” in Order to Authorize Traffic Calming Devices on East Azalea Lane between Wylie Farm Road and Highland Avenue)

2. Ordinance 05-15 To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel” (Adopting Section 2.12.100 entitled “Bloomington Commission on Sustainability”)

**VIII. PRIVILEGE OF THE FLOOR** (This section of the Agenda is limited to a maximum of 25 minutes. Each speaker is allotted 5 minutes.)

**IX. ADJOURNMENT**

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  
e-mail: council@bloomington.in.gov

To: Council Members  
From: Council Office  
Re: Calendar for the Week of April 18 - 22, 2005  
Date: April 15, 2005

**Monday, April 18, 2005**

3:00 pm Smokefree Policy Committee, Hooker Room  
4:00 pm Council for Community Accessibility, McCloskey  
5:00 pm Utilities Service Board, IU Research Park  
5:30 pm Bicycle & Pedestrian Safety Commission, Hooker Room

**Tuesday, April 19, 2005**

4:00 pm Board of Public Safety, Police Headquarters, 220 E. 3rd  
5:30 pm Animal Control Commission, McCloskey  
5:30 pm Bloomington Public Transportation Corporation, Public Transportation Center, 130 W. Grimes  
5:30 pm Board of Public Works, Council Chambers

**Wednesday, April 20, 2005**

7:00 pm Council of Neighborhood Associations, Hooker Room  
7:30 pm Common Council, Regular Session, Council Chambers

**Thursday, April 21, 2005**

7:30 am Domestic Violence Taskforce, Hooker Room  
8:00 am Housing Authority Board of Commissioners, Housing Authority Community Room, 1007 N. Summit  
3:00 pm Steering Committee for Draft Zoning Ordinance, Council Chambers  
3:30 pm Municipal Facilities Corporation, Hooker Room  
4:00 pm Martin Luther King, Jr., Birthday Commission, McCloskey Room  
5:30 pm Board of Zoning Appeals, Council Chambers  
7:00 pm Environmental Commission, McCloskey

**Friday, April 22, 2005**

9:00 am American Red Cross Spring Blood Drive, Council Chambers

**Saturday, April 23, 2005**

7:00 am Bloomington Community Farmers' Market, Showers Common

**ORDINANCE 05-14**

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“VEHICLES AND TRAFFIC”  
(Amending Chapter 15.26 “Neighborhood Traffic Safety Program” in Order to Authorize  
Traffic Calming Devices on East Azalea Lane  
Between Wylie Farm Road and Highland Avenue)**

- 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 Walnut Creek Neighborhood Association has petitioned the City for the installation of traffic calming devices on portions of Azalea Lane pursuant to the NTSP guidelines and procedures; 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 four traffic islands and one speed hump along East Azalea Lane from Highland Avenue to Wylie Farm Road;

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

SECTION I. The Common Council hereby amends Chapter 15.26 of the Bloomington municipal code entitled “Neighborhood Traffic Safety Program” to reflect the addition of traffic calming on East Azalea Lane through the usage of traffic islands and a speed hump.

SECTION II. The Common Council hereby approves the installation of certain traffic calming devices and amends Schedule J-1 (Traffic Calming Locations) of Chapter 15.26 (Neighborhood Traffic Safety Program) to include the following type of traffic calming devices at the following location, which shall be inserted in alphabetical order in said Schedule:

**SCHEDULE J-1  
TRAFFIC CALMING LOCATIONS**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Devices</b>
Azalea Lane, East	Wylie Farm Road	Highland Avenue	Traffic Islands
Azalea Lane, East	Summerwood Court	Erin Court	Speed Hump (14’)

SECTION III. 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 IV. 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 \_\_\_\_\_, 2005.

\_\_\_\_\_  
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 \_\_\_\_\_, 2005.

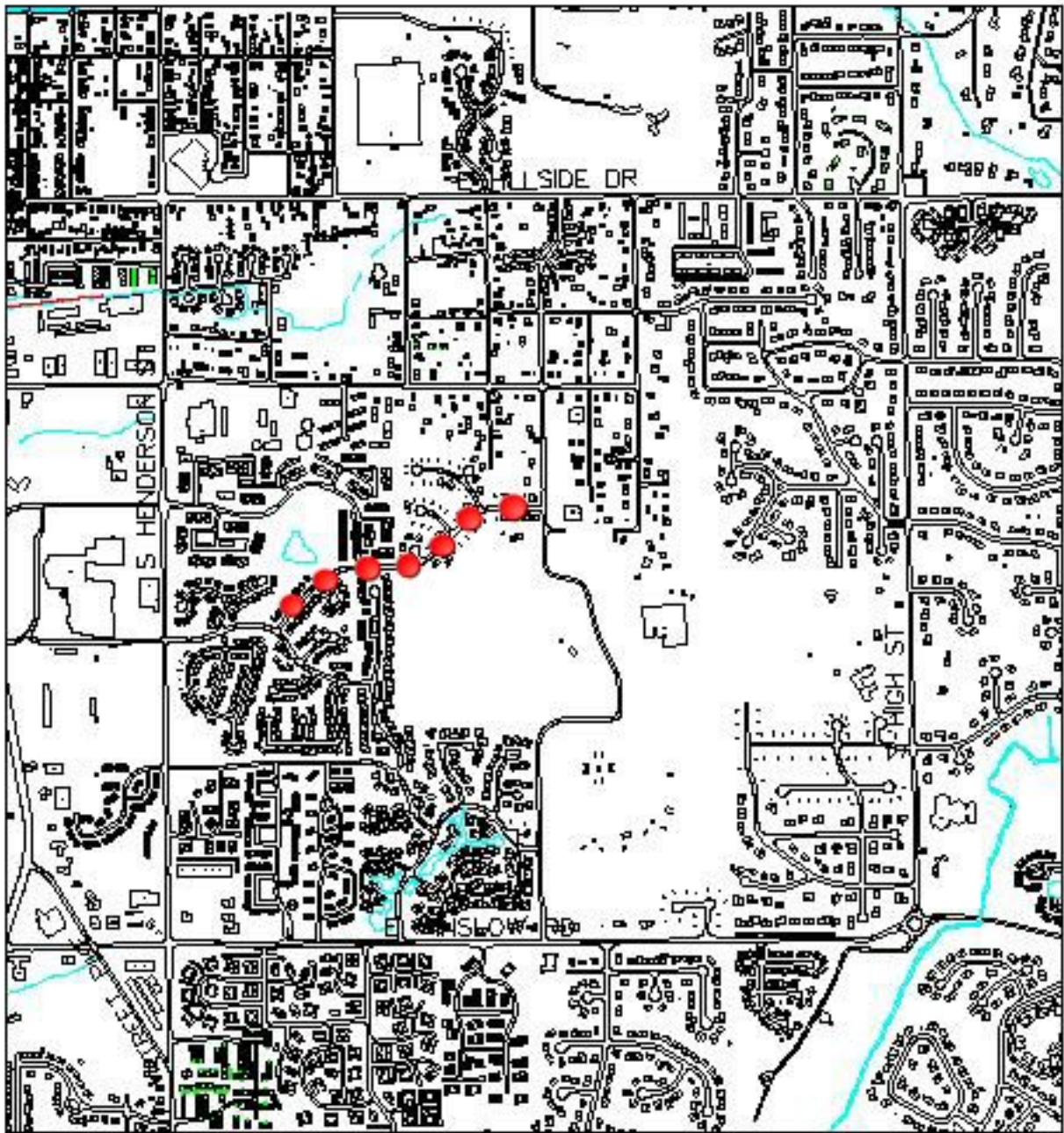
\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

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

SYNOPSIS

This ordinance approves the permanent installation of a series of traffic calming devices (traffic islands, speed hump) along East Azalea Lane from Wylie Farm Road to Highland Avenue. It also amends Schedule J-1 of the Chapter 15.26 of the Bloomington Municipal Code to list the type and location of these devices.



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## INTEROFFICE MEMORANDUM

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**TO:** COMMON COUNCIL MEMBERS  
**FROM:** JUSTIN D. WYKOFF, MANAGER OF ENGINEERING SERVICES  
**SUBJECT:** WALNUT CREEK (EAST AZALEA LANE) TRAFFIC CALMING  
**DATE:** 4/15/2005  
**CC:** CORRESPONDENCE FILE

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In working with the N.T.S.P. (Neighborhood Traffic Safety Program) I will try and identify the process that has taken to get us to Step 8 of the N.T.S.P. which gets us to this point of Common Council Action

### **Step 1 – Apply to Participate**

The City of Bloomington received the Participation Application for traffic calming on May 20, 2004 from the Walnut Creek Neighborhood Association (Exhibit A). This petition passed step one by receiving 53.8% of the 68 possible signatures. This application was endorsed by Councilperson David Sabbagh including a signed petition from the neighboring area is attached (Exhibit B).

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

The Engineering department performed traffic studies in June of 2004. Attached is a copy of a data sheet that shows collected count information and is labeled as Exhibit "C". That study clearly showed that a large percentage of vehicles travel over the posted 30 m.p.h. speed limit. Accident studies were also collected but did not indicate a specific problem situation with only 2 accidents occurring since 2000. Engineering Department also met with Police, Fire, and Emergency personnel to discuss traffic calming options. We received an overwhelming response to choose an alternative method other than our typical speed hump. We thought of this as a challenge to show the citizens of Bloomington that there are other alternatives available and this could be a unique location to be able to demonstrate their usage. Attached (Exhibit D) you will find copies of correspondence from our local Police, Fire, and Emergency Service Personnel which support the usage of traffic calming, but would recommend the usage of alternative methods to the placement of a speed hump along this street.

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

The Bicycle and Pedestrian Safety Commission reviewed the Walnut Creek petition at their June 21, 2004 meeting along with additional Engineering information. BPSC voted in favor of the petition for traffic calming for this street.

### **Step 4 – Public Meeting**

At the their June 21, 2004 BPSC meeting a Public Meeting was scheduled to discuss the traffic calming measures that were to be proposed. That public meeting for this project was held on August 3, 2004 at 5:30 p.m. in the Bloomington City Council Chambers. The public meeting was attended by 7 residents.

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

Effectiveness – This plan by engineering standards shall perform to minimize traffic speed on this neighborhood. With traffic calming being relatively new to most people in the United States we reviewed

numerous case studies and locations where we felt traffic calming would be effective in accomplishing its intended function. The potential gains versus costs and benefits associated with various traffic calming measures. The final consensus was not reached at this meeting but the neighborhood ultimately decided to go forward with the placement of 4 diamond shaped islands which will provide for a narrowing of the travel lanes and the placement of one speed hump as shown on the attached map. (Exhibit E)

Overall Public Safety – By being able to take into account pedestrian, bicycle and vehicular transportation, including emergency services personnel we support the implementation of traffic calming along this section of roadway with exception to the placement of the speed hump which we feel could be replaced with a less obtrusive type of traffic calming. Additional comments are attached from various police, fire, and emergency service personnel who would also prefer the selection of an alternative method other than a speed hump.

A second meeting was requested by the neighborhood to discuss a final design of the traffic calming in the neighborhood. The second public meeting for this project was held August 5, 2004 at 7:00 p.m. at 1014 Azalea Lane. The public meeting was well attended by 18 residents. The neighborhood approved a final design and requested that the Balloting process Step 6 be delayed until September 30<sup>th</sup> 2004 to coincide with the return of the Indiana University students and faculty return from their Summer break.

#### **Step 6 – Project Ballot**

*In accordance with step 6 of the Neighborhood Traffic Safety Program, "To forward a project to the Common Council, a majority of the eligible households and businesses must respond favorable by ballots. If over 50% of all eligible ballots respond in favor of the project, then it must 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.*

Questions and Comments were taken at the public meeting concerning the selected forms of traffic calming that was to be selected for this section of roadway. A total of 68 ballots were sent out to eligible voters per the Neighborhood Traffic Safety Program. The results are as follows: 48 yes, 5 no, and 15 no comment. That translates into 70% voted yes for the traffic calming.

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

This step is used in other Neighborhood Traffic Safety Program requests the implementation of the selected traffic calming measures on a temporary basis. The 4 temporary Islands and 1 temporary Speed Hump were marked out in the street in October 2004. This project will accomplish multiple benefits for the community by establishing safer travel ways for citizens of the community as well as enhancing the quality of life in our area neighborhoods. . Additional traffic and speed studies were performed on October 11, 2004. The 85 percentile speed on Azalea dropped from 35 m.p.h. to 29 m.p.h.

Since that time, we have had a request by Councilman Sabbagh to add traffic calming islands at the intersection of Azalea Lane and Wylie Farm Road to assist other neighbors to the East along Wylie Farm Road who have been very vocal with their efforts to try and slow down vehicles going through the neighborhood. This has been supported in a letter from Joel McKay who has initiated the original traffic calming request, but since it was not part of the ballot, will be brought forward as an amendment by Councilman Sabbagh.

I look forward to answering any questions you may have regarding this ordinance.

# **Exhibit A**



# 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: JOEL MCKAY Date: 5/20/04  
Telephone #: 812-330-7714 x4120 e-mail: jmckay@accsc.edu  
Neighborhood Association (If Applicable): WALNUT CREEK NEIGHBORHOOD ASSOCIATION  
Street Name(s): AZALEA LANE  
Section and Township of Neighborhood (If known): WALNUT CREEK / PERRY TOWNSHIP  
City Councilperson Signature: L. Dan Sabagh Date: Mar 18, 2004

## 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.

SEE ATTACHED.

## 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.

SEE ATTACHED.

## \*\*\*\*\*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) 330-7717 or [engineering@city.bloomington.in.us](mailto:engineering@city.bloomington.in.us)

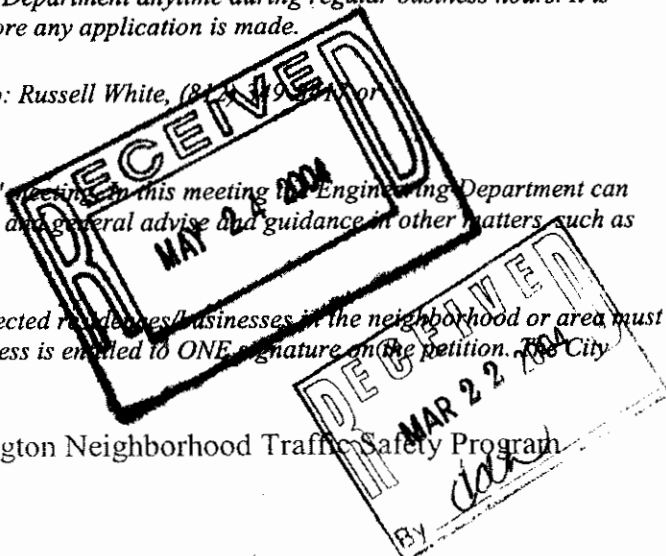
### In General:

It is also encouraged for the applying party to have a 'pre-application' meeting with the Engineering Department can provide assistance such as mailing lists, maps of the areas in question and general advice 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



# Walnut Creek Neighborhood Association

## General Description of Problem:

### ***Cut through traffic and excessive speed.***

- 1) ***Cut through traffic.*** Azalea Lane is a beautiful wooded neighborhood street that is used far more often as a cut through street than it is by its inhabitants to come and go from home. Commuters use Azalea as a southeast-bound cut through to avoid the Winslow and Henderson intersection when attempting to travel east on Winslow Street (to gain access to Sherwood Oaks, The Stands, or any other southeast side destination). Commuters also use Azalea as a northeast or northwest-bound cut through to avoid the Hillside and Henderson intersection (for purposes of accessing the YMCA, Winslow Sports Complex, downtown, etc). This pattern of traffic makes Azalea feel more like a major thoroughfare than the quiet neighborhood street that it was designed to be. Further, the volume of cut through traffic that exists reduces the functionality and safety of the neighborhood. Many of the residents don't feel that it is a safe street to live on and/or to use for social functions as a result of the high volume of cut-through traffic. Residents don't feel that it is safe to let their kids play in their front yards and/or ride their bicycles down the street due the amount of cut through traffic.
- 2) ***Excessive speed.*** It seems that virtually every car that passes by on Azalea lane (95% of which is cut through traffic) is exceeding the speed limit (which is currently not even posted anywhere in Walnut Creek). Cars and trucks come around the curves on Azalea as if they were driving on the Autobahn. Azalea is a street with many curves and changes in elevation and probably would be a fun street to speed on, however, doing so poses a serious safety threat to the residents and virtually eliminates some of the inherent benefits of such a unique neighborhood in Bloomington. An example of this can be illustrated by an accident that took place in 1999 when a speeding car came around one of the bends in Azalea, lost control, slid off of the road and destroyed the garage attached to a residence at 1018 East Azalea Lane.
  - Several deer cross Azalea every day around mid-day to feed on the plants and flowers that grow around the pond on the West Side of Azalea Lane. Several members of the neighborhood have had to stop (suddenly) to let packs of deer cross the road to feed. The safety of commuters (and the deer!) would be significantly increased if the road had ***effective*** traffic calming devices installed. I know the City of Bloomington is in favor of road connectivity wherever possible but the speed at which people can be "connected" needs to be controlled.

## Suggestions and Comments:

- *Installation of large, platform style speed bumps (similar to those that have been very successful in slowing down the traffic on Covenanter Drive)*

## Walnut Creek Neighborhood Association

- *Construction of chicane-style traffic routers at strategic points on Azalea*
  - *Installation of several stop signs at various points on Azalea (possibly at points wherever there is court or cul-de-sac offshoot). This would probably be the least effective strategy (if at all).*
- 
- After conversations at numerous neighborhood association meetings it seems that many of the residents are in favor of the large, rounded speed bumps (identical to those that have been successful on Covenant Lane). We know that our councilman, David Sabbagh, is against this idea but we are prepared to educate him on why they would be the best solution in our neighborhood. These speed bumps would undoubtedly slow down cars immediately and would make our neighborhood a much more functional, family and child-friendly neighborhood. We know that these speed bumps have been successful on Covenant, are safe for Emergency vehicles to drive over, and they are what we would like to have in our neighborhood. Another benefit to using the speed bumps is that there really wouldn't be a need to install any additional signage because the speed bumps would take care of all would-be speeders and defer most of the cut-through drivers.
  - Another option would be to construct chicane-style traffic routers. The best example I can think of is on 3<sup>rd</sup> street heading west out of downtown (while passing by the cemetery).
  - Stop signs that were strategically placed (at various cul-de-sac offshoots) may help the problem initially but the benefit would probably diminish if local officers didn't regularly patrol the area to enforce them.
  - Lowering the legal speed limit from 30 mph to 15 or 20 mph on Azalea Lane and posting signs that show the new speed limit (as previously stated, there currently is no speed limit sign anywhere in Walnut Creek).

## **Exhibit B**

# Petition For Traffic Safety Study of Azalea Lane

Address	Signature
1) 2100 South Azalea Lane	(BOB & JOANNE SUNNAGE)
2) 2104 South Azalea Lane	X  kth...@indiana.edu
3) 2108 South Azalea Lane	X  mross@employmentplus.com
4) 2112 South Azalea Lane	X  dianebuzzell@hotmail.com
5) 2116 South Azalea Lane	X  RPW1831@AOL.com
6) 2120 South Azalea Lane	(SUE PERIN)
7) 2124 South Azalea Lane	
8) 2128 South Azalea Lane	(SZAKALY)
9) 2129 South Azalea Lane	
10) 2125 South Azalea Lane	X  madhmydog@yahoo.com
11) 2121 South Azalea Lane	Kan Boswell 332-0001
12) 2117 South Azalea Lane	
13) 2113 South Azalea Lane	X  336-0995 makijw@ccs.com
14) 2109 South Azalea Lane	336-0028
15) 2105 South Azalea Lane	336-3622
16) 2101 South Azalea Lane	(DEWEY)  334-8479
17) 2114 South Summerwood Court	X  egalindo@indiana.edu
18) 2118 South Summerwood Court	X  334-3880

# Petition For Traffic Safety Study of Azalea Lane

19) 2119 South Summerwood Court

\_\_\_\_\_

20) 2115 South Summerwood Court

\_\_\_\_\_

21) 2111 South Summerwood Court

X *Bernice Sjogren*

22) 2107 South Summerwood Court

\_\_\_\_\_

23) 2103 South Summerwood Court

X *Doran Doya*

24) 1001 ~~East Erin Court~~ <sup>Azalea Ln.</sup>

X *Ruth Schroeder*

25) 1005 East Erin Court

X *Shamim Razawi*

26) 1009 East Erin Court

X *P. O. O. O.*

27) 1013 East Erin Court

X *W. E. E. E.*

28) 1014 East Azalea Lane

X *K. E. E. E.*

29) 1018 East Azalea Lane

*Mark A. Fletcher*

30) 1022 East Azalea Lane

*John M. J.*

219-3865

31) 1108 East Azalea Lane

\_\_\_\_\_

32) 1012 East Azalea Lane

\_\_\_\_\_

33) 1016 East Azalea Lane

\_\_\_\_\_

34) 1020 East Azalea Lane

\_\_\_\_\_

35) 1019 East Azalea Lane

X *K. E. E. E.*

36) 1011 East Azalea Lane

\_\_\_\_\_

37) 1107 East Azalea Lane

*Katrina Cunningham*

# Petition For Traffic Safety Study of Azalea Lane

38) 1045 East Azalea Lane

39) 1041 ~~East Azalea Lane~~ <sup>EMERY CT</sup>

40) 1037 ~~East Azalea Lane~~ <sup>EMERY CT</sup>

41) 1033 ~~East Azalea Lane~~ <sup>EMERY CT</sup>

42) 1018 East Azalea Lane

43) 1022 East Azalea Lane

44) 1048 ~~East Azalea Lane~~ <sup>Chris Ln</sup>

45) 1035 ~~East Azalea Lane~~

46) 1003 ~~East~~ Keri Marie Lane

47) 1021 ~~East~~ Keri Marie Lane

48) 1111 E AZALEA

49) 1108 E AZALEA

50) 1116 Azalea

51) 1120<sup>E</sup> Azalea

52) 1044 Chris Ln

53) 1045 ECHRIS LN

54) 1041 Chris Ln

55) 1033 Emery Ct.

56) 1022 Chris Ln

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*[Handwritten signatures and names:]*  
S. M. Van  
Victoria Ford  
T. L. Dutton  
  
[Signature]  
+ [Signature]  
F. M. [Signature]  
Krista Hollenberg  
Steph [Signature]  
Lori [Signature]  
Kathy Bruner  
Sohal [Signature]  
Lush [Signature]

(OVER)

57. Donna Myrick 1021 Chris Ln Blgtn. IN 47401 *Donna Myrick*

58. *Matthew Duff* 1005 CHRIS LANE Blgtn IN 47401 *M. Duff*

59. Sandeep Junnarkar 1001 Chris Blgtn IN 47401 *Sandeep Junnarkar*

60. Mary S. Paxon 1006 Chris Lane

61. Thomas A. Clark 1100 E. AZALEA *Thomas A. Clark*

62. BALLYANOR KOLLIE 1026 AZALEA *Bally-Koller*



## **Exhibit C**

# WALNUT CREEK (AZALEA LANE)

## Engineering Study Data Summary

**Three types of studies** were conducted for this area: Volume, Speed, and Accident Frequency. A cut through study was not performed here because the main concern from the neighborhood was High School students and this request was initiated just prior to school dismissal on June 8, 2004. Therefore the traffic count will reflect the presence of students, but not the number of vehicles necessarily cutting through the neighborhood. These studies took place as a result of a request for traffic calming in the Walnut Creek neighborhood which contains the following streets:

Azalea Lane from Wylie Farm Road to Highland Avenue

**For the Volume and Speed Studies**, pneumatic tube-type traffic counters were used to collect vehicle data. The City Engineering Department staff placed one (1) counter on June 4, 2004 at the following location in the neighborhood:

East Azalea between South Summerwood Court and South Erin Court.

The traffic counters collected data for two (2) days or 48 consecutive hours at midpoint locations between intersecting streets. The 48-hour intervals insure the most accurate data in the event of a random volume spike, such as the result of a public or sporting event.

**The Cut Through Traffic study** was not conducted due to the limited time between notification and summer vacation for High School students.

**The Accident Study** that occurred within this section of the Walnut Creek neighborhood were closely evaluated to determine if any could have possibly been avoided by the installation of some type of traffic calming device and/or a reduction in motor vehicle speed through the neighborhood. This accident study included accidents that occurred within the past three (3) years.

**The resulting data from these studies are as follows:**

**1. Traffic Volumes:**

(East Azalea between South Summerwood Court and South Erin Court) June 4, 2004.

Eastbound: 438 Veh./Day

Westbound: 454 Veh./Day

Total: 892 Veh./Day

**2. 85<sup>th</sup> Percentile Speeds\*:**

(East Azalea between South Summerwood Court and South Erin Court) June 4, 2004.

Eastbound: 35 mph

Westbound: 35 mph

**3. Number of vehicles in excess of 30 (mph) (per 24 hour period) for seven (7) days:**

(East Azalea between South Summerwood Court and South Erin Court) June 4, 2004.

Eastbound 31-35: 174 vehicles  
Eastbound 36-40: 57 vehicles  
Eastbound 41-45: 8 Vehicles  
Eastbound 46-50: 1 vehicle  
Eastbound 51-55: 0 vehicles  
Eastbound 56-60: 0 vehicles

(East Azalea between South Summerwood Court and South Erin Court) June 4, 2004.

Westbound 31-35: 134 vehicles  
Westbound 36-40: 36 vehicles  
Westbound 41-45: 3 Vehicles  
Westbound 46-50: Less than 1 Vehicle per day  
Westbound 51-55: 0 vehicles  
Westbound 56-60: 0 vehicles

**4. Cut Through Traffic:**

7:00 a.m. - 9:00 a.m.: Not Performed

4:00 p.m. - 6:00 p.m.: Not Performed

Percent of cut through vehicles observed (average of a.m. & p.m.): Unknown%

**5. Accident Data**

Accident reports for every intersection within and around the neighborhood were evaluated. Of the 2 accidents\*\* that occurred in and around the Walnut Creek Neighborhood in the past Three (3) years, none were considered possibly avoidable by the installation of some type of traffic calming device and/or a reduction in motor vehicle speed through the neighborhood.

*\* The 85<sup>th</sup> Percentile Speed is the speed at which 85 percent of the motorists are traveling at or under; this speed is typically used for various traffic engineering calculations.*

*\*\* The 2 accidents that occurred in the previous 3 years were at the following locations:*

*West Azalea Lane and South Wyle Farm: 1 Accident*

*West Azalea Lane Keri Mari Lane: 1 Accident*

*Note: this is only a summary of the data collected for this specific site, it contains no recommendations or conclusions for this specific site.*

## **Exhibit D**

**Wykoff, Justin**

---

**From:** Kerr, Roger  
**Sent:** Tuesday, April 05, 2005 11:01 AM  
**To:** Wykoff, Justin  
**Subject:** Azealea Ln.

Justin

In reference to the traffic calming devices on Azalea Ln. the Bloomington Fire Department would not be in favor of a speed bump in this location. This would adversely effect the response times of the department in this area. There also are a couple of trees that could be relocated before they get bigger and there branches interfere with are apparatus as they maneuver through the other traffic calming devices. If I can be offer further help please let me know.

Thanks  
Deputy Chief of Operations  
Roger Kerr

## Wykoff, Justin

**From:** Williamson, Randy  
**Sent:** Thursday, April 07, 2005 1:56 PM  
**To:** Wykoff, Justin  
**Cc:** Hostetler, Michael; White, Russell  
**Subject:** Azalea Lane traffic calming

Justin;

Azalea Lane traffic proposal that Russell White from your department showed us last fall was for small islands and not "speed humps". The issue that I would specifically like to address with you is the placement of a 'speed hump' which I and other emergence services are NOT in favor of, because it slows response time to emergencies. I would like support the small islands because they slow traffic but not emergence services. I am not in favor of the usage of speed humps as traffic calming. The more acceptable alternative that isn't as obtrusive to motorist who is obeying the speed limit.

Randy Williamson  
Assistant Police Chief  
Bloomington, In.

*E-mail to Justin Wykoff, Manager of Engineering Services sent April 13, 2005*

Justin,

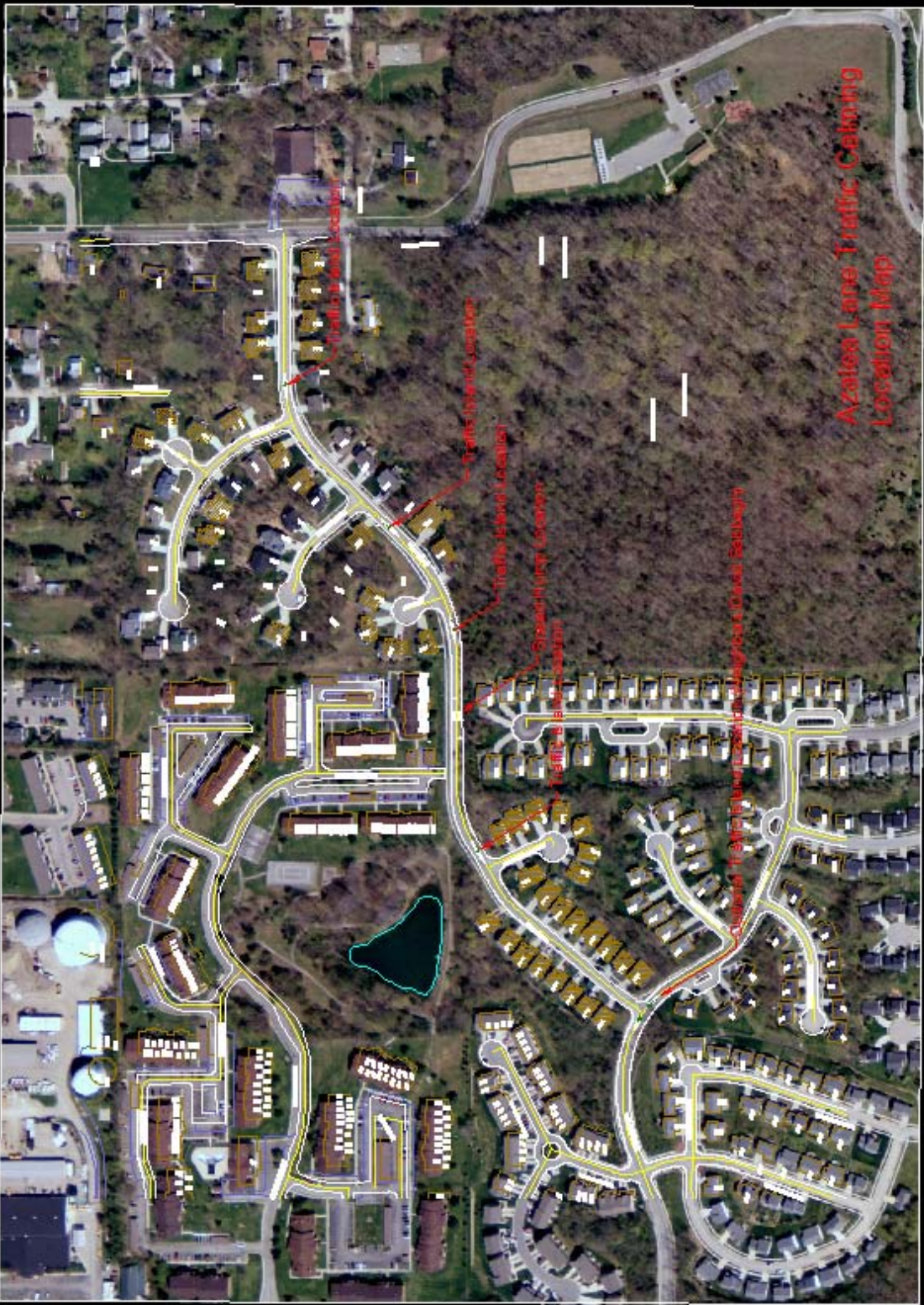
I just received this yesterday. On behalf of the Bloomington Hospital Ambulance Service, we too are opposed to the traffic calming devices on Azalea Lane. I have gone on record with our stand on traffic calming devices. They do have a negative affect on our 911 response times. Our crews know where they are and frequently choose alternate routes around the traffic calming neighborhoods. Again, this affects response time. The other concern I have shared regarding traffic calming "humps" is when we have a patient on board. Our ambulances have to creep over them if a patient has a back injury or is in pain.

I understand the purpose of traffic calming in areas where cars travel the roads in excess of the speed limit. Afterall, we are in the business of helping people in need, and anything that will reduce accidents is good. However, from an operational point of view of an emergency ambulance service, anything that increases the 911 response time is not supported by us.

David DeGroote, Director  
Bloomington Hospital Ambulance Service

## **Exhibit E**





## **Exhibit F**

**NEIGHBORHOOD  
TRAFFIC  
SAFETY  
PROGRAM**

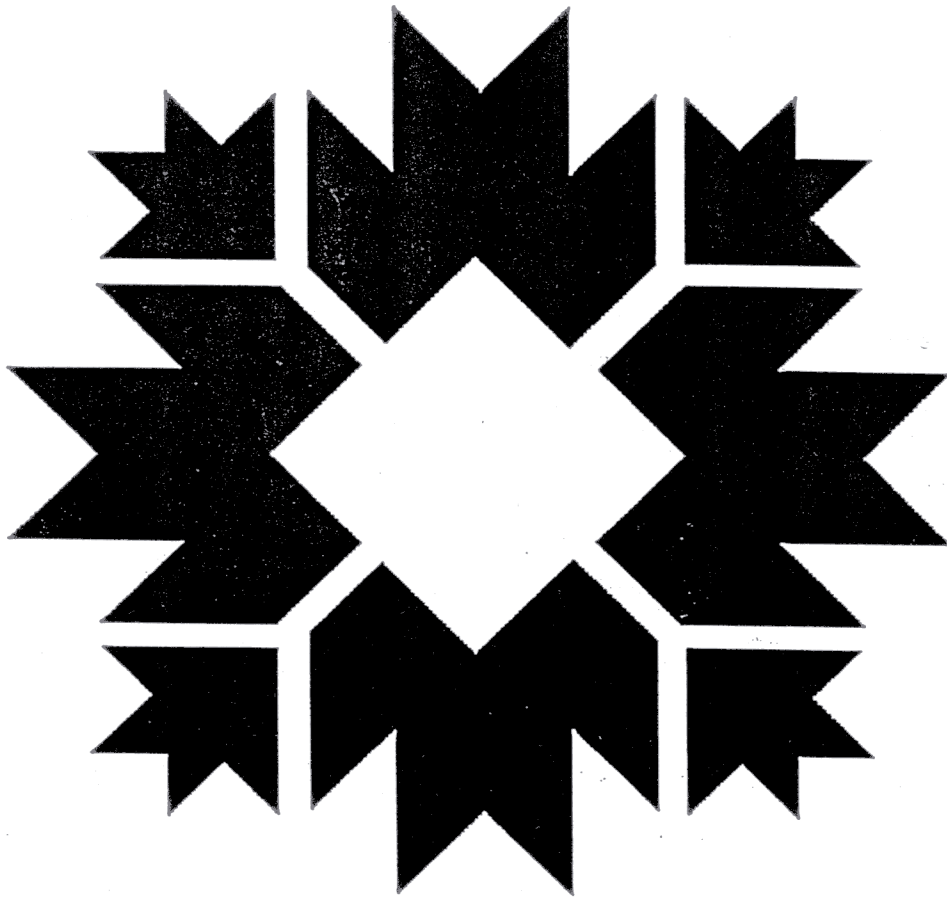


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## **INTRODUCTION:**

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 may not need to proceed through the additional steps as designated in the NTSP. The City Engineering Department will continue to work with the neighborhood on alternative neighborhood traffic safety techniques.

### **Step 6. Project Ballot**

#### **Local Service Streets:**

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

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% of all eligible ballots respond in favor of the project, then it will be forwarded to the Common Council. If, however, less than 50% of all eligible ballots respond in favor of the project, but at least 60% of those returned ballots are in favor of the project, then a second



ballot shall be mailed to those addresses that did not respond to the first ballot. Ballots will be tallied for a period of four weeks from the time of distribution; ballots postmarked after the expiration date of the four-week period will not be tallied.

#### Neighborhood Collector Streets:

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

To forward a project to Common Council for action, a majority of the eligible households and businesses must respond favorably by ballot. If over 50% 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                   | NEIGHBORHOODS AS VILLAGES,         |
| • A PLACE OF BEAUTY                       | CONNECTED TO EACH OTHER AND        |
|   | COMMUNITY                          |
| • A CAPITAL OF KNOWLEDGE                  | THE FRIENDLIEST TOWN AROUND        |
| • A CULTURAL OASIS                        | DIFFERENT FOLKS, DIFFERENT STROKES |
| • BIG CITY ADVANTAGES, SMALL<br>TOWN FEEL |                                    |

#### **CIVIC VALUES**

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

## APPENDIX B

### POINT ASSIGNMENT FOR RANKING NTSP REQUESTS

		Point assigned
1) Percent of vehicles traveling over the posted speed limit		
low = 33%		1
medium = 33 - 67%		2
high = 68+%		3
A) Cut through traffic versus within (intra?) neighborhood speeding:		
Further study?	Yes/no	
2) Average daily traffic volumes		
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      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).

## **Exhibit G**

~~strike~~ – proposed deletion  
**bold** – proposed addition  
▶ -- relevant section

## Chapter 15.26

### NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

Sections:

<b>15.26.010</b>	<b>Definitions.</b>
<b>15.26.020</b>	<b>Neighborhood traffic safety program.</b>
<b>15.26.030</b>	<b>Utilization of neighborhood traffic safety program locations.</b>
<b>15.26.040</b>	<b>Traffic calming locations.</b>

#### **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
► <b>Azalea Lane East</b>	<b>Wylie Farm Road</b>	<b>Highland Avenue</b>	<b>Traffic Islands</b>
► <b>Azalea Lane East</b>	<b>Summerwood Court</b>	<b>Erin Court</b>	<b>Speed Hump (14')</b>
Covenanter Drive	High Street	College Mall Road	Speed Humps (22')
Dunn Street	North & South of the intersection at Vernon Avenue		Traffic Islands
Dunn Street	Vernon Avenue	Saville Avenue	Chicane
Dunn Street	North & South of the intersection at Saville Avenue		Traffic Islands
Dunn Street	Intersection at Glendora Drive		Traffic Circle
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')
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

(Ord. 03-18 § 2, 2003; Ord. 02-05 § 1, 2002; Ord. 02-04 § 11, 2002).

**\*\*\* Amendment Form \*\*\***

**Ordinance #:** 05-14

**Amendment #:** Am 01

**Submitted By:** Justin Wykoff, Manager of Engineering Services

**Date:** April 15, 2005

**Proposed Amendment:**

1. Section II of Ordinance 05-14 shall be amended by deleting the line regarding a “speed hump (14’)” from Schedule J-1

**Synopsis**

This amendment would remove the proposed 14-foot speed hump as a traffic calming device on East Azalea Lane.

**4/27/04 Committee Action:** Pending

**5/4/04 Regular Session Action:** Pending

April 15, 2005

**\*\*\* Amendment Form \*\*\***

**Ordinance #:** 05-14

**Amendment #:** Am 02

**Submitted By:** Councilmember Sabbagh, District 5

**Date:** April 15, 2005

**Proposed Amendment:**

1. Section II of Ordinance 05-14 shall be amended adding a line to Schedule J-1 (Traffic Calming Locations which shall read as follows:

**SCHEDULE J-1  
TRAFFIC CALMING LOCATIONS**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Type of Devices</b>
Wylie Farm Road	West of East Azalea Lane	East of East Azalea Lane	Traffic Islands

**Synopsis**

This amendment is sponsored by Councilmember Sabbagh and would add two traffic islands as traffic calming devices on Wylie Farm Road at the entrance to East Azalea Lane.

**4/27/04 Committee Action:** Pending

**5/4/04 Regular Session Action:** Pending

April 15, 2005

**ORDINANCE 05-15**

**TO AMEND TITLE 2 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED  
“ADMINISTRATION AND PERSONNEL”  
(Adopting Section 2.12.100 entitled “Bloomington Commission on Sustainability”)**

- WHEREAS, economic activity should serve the common good, be self-renewing, and build local assets and self-reliance; and,
- WHEREAS, communities are responsible for protecting and building natural assets; and,
- WHEREAS, social equity requires that all citizens have the opportunity for full participation in all activities, benefits, and decision-making of a society; and,
- WHEREAS, a sustainable community seeks to enhance and unify these three key community indicia of well-being – economic development, environmental health and social equity – while taking precautions not to compromise the quality of life of future generations; and,
- WHEREAS, sustainability is a key component of the City of Bloomington’s Growth Policies Plan guiding principle to nurture environmental integrity; and,
- WHEREAS, communities throughout the United States have established municipal sustainability departments, boards or other entities to ensure the long-term local quality of life; and,
- WHEREAS, world scientific bodies have called for a reduction of adverse human impacts on global ecosystems – our life support system; and
- WHEREAS, the UN Conference on Environment and Development has recognized the importance of local community efforts to promote sustainability; and
- WHEREAS, local and regional sustainable initiatives will be fostered by the formation of an independent commission whose role is to increase awareness in both public and private sectors, to develop new sustainable programs and harmonize existing ones, and to help guide sustainable actions by government, citizens and businesses;

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

SECTION I. New Chapter. In the interest of fostering sustainable local businesses, environmental integrity and social equity, the Bloomington Municipal Code is hereby amended by inserting Section 2.12.100, which shall be known as the “Bloomington Commission on Sustainability.”

**Chapter 2.12.100 Bloomington Commission on Sustainability**

**(1) Public policy and purpose.**

A sustainable community seeks to enhance the socio-environmental-economic well-being of the community while taking precautions not to compromise the quality of life of future generations. Toward that end, it reduces its use of non-renewable natural resources and its production of wastes, while at the same time improving livability. The mission of the Bloomington Commission on Sustainability is to promote sustainable socio-environmental-economic well-being of Bloomington and all its inhabitants.

**(2) General**

This Chapter is subject to the general provisions of 2.08.020 of the Bloomington Municipal Code.

**(3) Appointments.**

The Commission shall consist of twelve members, six appointed by the Mayor, and six appointed by the Common Council. One of the six Council appointments shall be a Common Council member who will serve in ex officio status. Members shall serve without compensation.

**(4) Qualifications.**

Sustainability is an interdisciplinary concept. As such, the Commission's membership shall reflect environmental, social and economic perspectives, unified by the common interest of sustainability. The Commission shall draw its members from government, business, academia, not-for-profits and neighborhood associations.

**(5) Officers.**

Officers shall be selected by vote of the Commission members annually.

**(6) Meetings.**

The Commission shall meet one time each month, every month of the year, unless it decides to cancel the meeting.

**(7) Staffing.**

The City's Assistant Director of Economic Development shall serve as staff liaison to the Commission. The liaison will research and pursue funding opportunities for sustainable development, engage in education and outreach, and identify "best practices." The City Administration shall provide general administrative support for the Commission.

**(8) Powers and Duties.**

The Commission shall have the following powers and duties:

(a) To propose and promote sustainability initiatives among residents, businesses, governmental, non-governmental agencies and educational organizations through education and outreach programs.

(b) To advise and make recommendations to the Bloomington Common Council, City Administration, and City Boards and Commissions on policies and programs that infuse the work of City government with an operating philosophy based on sustainability.

(c) To determine Bloomington's current and future sustainability status by developing and monitoring a set of sustainability indicators.

(d) To provide an annual "Sustainability Assessment" based on said indicators. The Assessment shall be included in an annual report and provided to the Common Council, Mayor and the public.

(e) To advise, consult and cooperate with other agencies of the City of Bloomington, the State, other local governments, industries, other States, interstate or interlocal agencies, and the Federal government, and with interested persons or groups on matters of sustainability.

(f) To adopt administrative rules and regulations for the conduct of its business.

(g) To research and apply for grants or other funds or gifts from public or private agencies for the purpose of carrying out any of the provisions or purposes of this chapter.

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

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

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ANDY RUFF, President  
Bloomington Common Council

ATTEST:

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REGINA MOORE, Clerk  
City of Bloomington



PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

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

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

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

SYNOPSIS

This ordinance amends Title 2 of the Bloomington Municipal Code entitled “Administration and Personnel” by adopting Section 2.12.100 entitled the “Bloomington Commission on Sustainability.” The focus of this interdisciplinary Commission is to foster economic, social and environmental practices that enhance the well-being of the community without compromising the quality of life for future generations.



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

**To:** Members of the Common Council  
**From:** Dave Rollo, District IV  
**Re:** The Bloomington Commission on Sustainability  
**Date:** April 14, 2005

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## **Introduction**

This next week in Bloomington, legislation will be offered to the Common Council to create a new commission to advise government and the community in ways that aim to achieve sustainability for our city. The Bloomington Commission on Sustainability will be made up of citizens who have expertise in the environmental, social and economic spheres of human activity, with the common goal of uniting these imperatives into a vision of the City as an ecosystem. Like its natural counterpart, a city is a system with materials and energy flows that maintain its structure, integrity and well-being. Cities also consist of a complex web of interactions, not unlike natural biotic systems. Viewing our community in this way, we strive to integrate our human processes within the larger natural system which already provides the goods and services needed by all life.

The need for human communities to incorporate sustainability, to direct policy to “provide for the needs of today without compromising the welfare of future generations,” is everywhere apparent. Last month, the Millenium Ecosystem Assessment consisting of the views of over 1,300 scientists from 22 national academies gave a very stark appraisal -- warning that our very survival was at stake. Dr. Walt Reid, one of the lead authors of the report stated that “...we are spending the earth’s natural capital, putting such a strain on the natural functions of earth that the ability of the planet’s ecosystems to sustain future generations can no longer be taken for granted.” <http://www.millenniumassessment.org/en/index.aspx>

It is evident that local communities will need to play a very important role in transitioning to a sustainable world. Indeed, as Agenda 21, the global plan for action arrived at by representatives of 98% of the earth’s people at the United Nations Earth Summit describes: local communities’ actions are the foundation of achieving the goal of lightening the human impact. Several thousand local governments have implemented Agenda 21 plans since the Rio Earth Summit conference in 1992. Each community represents an experiment, where successes can be duplicated and failures avoided. These communities’ efforts provide a collective learning experience that all can draw on as each locale designs the program that is unique to its region.

Examples of practical applications of sustainable practices are numerous and growing, and include major U.S. cities such as:

Portland, Oregon <http://www.sustainableportland.org/>

Chicago, Illinois <http://www.foresightdesign.org/>

<http://www.cityofchicago.org/Environment/GreenTech/>

Burlington, Vermont <http://cms.burlington.ca/English/Sustainable-Development-Committee.html>

San Francisco <http://www.sustainable-city.org/>

## **How the Bloomington Commission on Sustainability is different from The City of Bloomington Environmental Commission (EC)**

The EC is a valuable and important City commission for advisement on matters pertaining to the environment. A great deal of the time and energy of the EC is spent on land use issues; evaluating and advising on development petitions. Sustainability is a broader concept, one that integrates the three distinct human spheres of environment, economy and society. Sustainability, or sustainable development, is informed by a large body of academic and experiential knowledge derived over many years (e.g., including the 1972 UN Conference on the Human Environment, the 1987 Brundtland Report, and the 1992 Earth Summit).

### **Potential topics for the Commission on Sustainability to explore:**

- Develop baseline measures of energy and materials use in the community.
- Explore efficiency and conservation measures for both.
- Develop and promote re-localization of markets.
- Explore local, renewable green energy production.
- Advise on methods to keep capital circulating locally.
- Develop a Genuine Progress Indicator (GPI, see: <http://www.cyberus.ca/~sustain1/Question/GPI.html>).
- Help facilitate local food production.
- Investigate co-operative living arrangements for low income earners.
- Research green building design principles and applications.
- Research and advise on practices that integrate the human and natural environments.
- Educate the public and community leaders on principles of sustainable development global trends, and other communities' efforts.

### **The BCOS will coordinate with researchers, instructors and students at Indiana University**

There are numerous experts within the Bloomington/IU community that could partner with the BCOS, to assist in its mission of creating a sustainable city. This also offers rich educational possibilities for students to intern, or work in a course setting on sustainability-related projects.

# Sustainability Sites

· Economic, social and environmental health ·

## What is sustainability?

- Sustainable Communities Network  
<http://www.sustainable.org/>

## How have other municipalities implemented sustainability?

- **Portland, Oregon**  
Portland has taken the lead in implementing sustainability, including the development of a Commission on Sustainable Development.  
<http://www.sustainableportland.org/>
- **Chicago, Illinois**  
Chicago has the goal of becoming "America's greenest city."
  - An article describing the Chicago initiative:  
<http://www.newtopiamagazine.net/content/issue17/features/greencity.php>
  - The Chicago Center for Green Technology:  
<http://www.cityofchicago.org/Environment/GreenTech/>
  - A recent trade show on furniture in Chicago:  
<http://www.cfdainfo.org/Sustainable/>
- **San Francisco, California**  
<http://www.sustainable-city.org/>
- **San Jose, California** (implemented in 1994!)  
<http://www.sanjoseca.gov/esd/sustainablecity.htm>
- **Vancouver, B.C.**  
<http://www.city.vancouver.bc.ca/sustainability/initiatives.htm>
- **Austin, Texas**  
<http://www.ci.austin.tx.us/sustainable/sustdev.htm>
- **Palo Alto**  
<http://www.pafd.org/sustainability/basics.html>

## Sustainability as Economic Development

- Sustainable Business  
<http://www.sustainablebusiness.com/>
- Berkeley Green Business Alliance  
<http://www.ci.berkeley.ca.us/manager/news/sbaintro.html>

## **Title 2**

### **ADMINISTRATION AND PERSONNEL**

#### **Chapters:**

- 2.02 Boards and Commissions**
- 2.04 Common Council**
- 2.08 Executive Branch**
- 2.09 Board of Public Works**
- 2.10 Department of Public Works--Establishment**
- 2.11 Department of Public Works--Divisions**
- 2.12 Boards, Commissions and Councils**
- 2.13 Plan Commission**
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- 2.15 Advisory Board of Zoning Appeals**
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- 2.17 Board of Public Safety**
- 2.18 Bloomington Redevelopment Commission**
- 2.19 Housing and Neighborhood Development**
- 2.20 Bloomington Board of Park Commissioners**
- 2.21 Department of Law**
- 2.22 Employee Services Department**
- 2.23 Community and Family Resources Department**
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- 2.25 Information and Technology Services Department**
- 2.26 Controller's Department**
- 2.27 Ordinance Violations Bureau**
- 2.28 (Reserved)**
- 2.29 (Reserved)**
- 2.30 Statutory Boards and Commissions**
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- 2.32 Police Collective Bargaining**
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- 2.44 Airports**
  
- 2.52 Property Sales**
- 2.56 Miscellaneous Provisions**
- 2.76 Bloomington Public Transportation Corporation**

## **2.08.020 General provisions.**

For the executive branch, the statutory boards, commissions and councils the following general provisions apply unless otherwise provided by statute or ordinance.

(1) **Appointments.** All department heads shall be appointed by the mayor, subject to commission or board approval when required by this title, and serve at the pleasure of the mayor. Department heads shall appoint deputies and other employees within their departments with the approval of the mayor.

(2) **Terms.** Membership on all boards, commissions and councils established under ordinances repealed by this ordinance terminate on the effective date of this ordinance. Initially members shall be appointed for staggered terms unless specified otherwise by statute. If the appointing authority is authorized to make one appointment, the appointee's term shall expire on January 31, 1984; two appointments, the second appointee's term shall expire on January 31, 1985; three appointments, the third appointee's term shall expire on January 31, 1984; four appointments, the fourth appointee's term shall expire on January 31, 1985; five appointments, the fifth appointee's term shall expire on January 31, 1984. Any additional appointment shall alternate in a similar manner. Thereafter, all terms shall be for two years, expiring on the thirty-first day of January unless otherwise specified by state Code or city ordinance.

(3) **Residential Requirement.** All appointments to city boards, commissions and councils shall be made from residents of the city and those residents of the areas intended for annexation as defined by the city planning department, except those positions that are directed otherwise by state law or city ordinance. If a city employee is appointed to a city board, commission or council by virtue of the employment position, the residency requirement may be waived.

In the event a member of a board, commission, or council no longer resides in the city and its area intended for annexation, the member shall resign immediately and notify the appropriate appointing official or body.

(4) **Removal for Cause.** Except for appointees who serve at the pleasure of the mayor, a member of a board, commission or council may be removed for cause. Cause shall include, but not be limited to, failure to attend three consecutive regularly scheduled meetings of the board, commission, or council or four regularly scheduled meetings in any twelve month period; provided, that any member may submit in writing to the appointing authority any extenuating circumstances. Such written submission shall be made within five business days before the formal decision to remove is reached. Acceptance of extenuating factors by the appointing official or body puts the member on notice that further excessive absenteeism shall result in removal.

(5) **Vacancies by Death, Resignation--Failure to Appoint.** In the event that a vacancy occurs in the membership of a board, commission, or council through resignation or death, the appointing authority shall appoint a person to fill the unexpired term of the resigned or deceased member. If a member's term has expired, but the appointing authority has failed to act, the appointment of the member whose term has expired carries over until the appointing authority reappoints or appoints a successor.

(6) **Majority Vote.** Majority vote means a majority of the members of a board, commission or council who are present and voting.

(7) **Quorum.** Unless otherwise specified, a majority of the members serving on a board, commission or council, excepting the nonvoting ex officio members, constitute a quorum for purpose of conducting the official business of the board, commission or council.

(8) Parliamentary Procedure. Meetings of all boards, commissions and councils shall be conducted according to procedures set forth in Roberts Rules of Order, except where a different procedure is required by state law, this ordinance, or other ordinances of the city.

(9) Officers. Each board, commission and council shall elect a chairperson, secretary, treasurer, and such other officers as may be necessary.

(10) Duties of the Secretary. The secretary of each board, commission or council shall keep for every meeting written minutes in which the results of any vote are recorded and, when appropriate, specific findings of facts and conclusions are set forth.

(11) Special Meetings. A special meeting of a board, commission or council may be called by the chairperson, the mayor, or by a majority of the members then serving on the board, commission or council requesting such meeting in writing. Upon receiving such request, the chairperson shall thereafter call a special meeting to be held within twenty days.

(12) Office Space and Staff. Provision of office space and staff to boards, commissions and councils shall be at the discretion of the mayor, subject to common council appropriation approval.

(13) Budget. All departments, divisions of departments, boards, commissions and councils shall prepare and submit annual budgets in accordance with the forms, timetables, and procedures promulgated by the mayor. (Ord. 97-03 §§ 1, 2, 1997; Ord. 83-6 § 2 (part), 1983).



**City of Bloomington  
Office of the City Clerk  
Regina Moore**

**MEMORANDUM OF EXECUTIVE SESSION**

An Executive Session of the City of Bloomington Common Council was held on Tuesday, April 12, 2005 at 4:00pm in the Council Library room 110 of the Showers City Hall located at 401 North Morton Street.

The purpose of the Executive Session, authorized by IC 5-14.1.5-6.1 (b)(2)(B), was to discuss strategy with respect to a written threat of litigation.

The following persons attended the meeting:

Andy Ruff, Chris Sturbaum, Mike Diekhoff, Tim Mayer, Chris Gaal, Dave Rollo, Jason Banach, David Sabbagh, Daniel Sherman, Regina Moore, Stacy Jane Rhoads, Patricia Bernens, and Kevin Robling.

I hereby certify that no decisions were made or subject matter discussed in the Executive Session other than the subject matter specified herein and in the posted notice of the actual session.

Dated this \_\_\_\_\_ day of April, 2005.

Andy Ruff, President  
Bloomington Common Council

Attest:

Regina Moore, Clerk  
City of Bloomington