BLOOMINGTON TRAFFIC COMMISSION
AGENDA
July 26, 2017
4:30 P.M. – COUNCIL CHAMBERS

I. Call to Order

II. Approval of Minutes – May 24, 2017

III. Public Comment

IV. Communications from Commission

V. Reports from Staff
   A. Sheridan/Southdowns neighborhood traffic issues – temporary traffic control
   B. Title 15 Updates – Ordinance 17-23 and 17-24

VI. Old Business
   A. Loading zones and truck loading discussion.

VII. New Business
   A. 7th Street and Clark Street – convert to a two-way stop.*
   B. Hawthorne Drive and Wylie Street – change two-way stop for Wylie Street.*
   C. Driveway sight distance discussion.

VIII. Traffic Inquiries
   A. 1200 North College – Change on-street parking configuration to diagonal parking

IX. Adjournment

Next meeting – August 23, 2017

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

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

City of Bloomington Traffic Commission Minutes
May 24, 2017 in the Council Chambers, City Hall

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

Attendance
Traffic Commission: Andrew Cibor, Chris Etter, Markeus Farrand, Larry Haywood, Judi Maki, Shane Rasche, Sarah Ryterband, and Joe VanDeventer

Others in Attendance: Elaine Hernandez, Tim Mayer, Richard Rose, Yvette McLaren Roberts, Scott Robinson (Staff), and Sara Gomez (Staff)

I. Call to Order (~4:40 PM)

II. Approval of Minutes – March 22, 2017. Mr. Cibor motioned to approve both the March minutes. Mr. Rasche seconded the motion. **The motion passed 8-0**.

III. Public Comment – none.

IV. Communications from Commission – Mr. Cibor provided an update of City projects currently underway. He highlighted sidewalks projects nearing completion and contract awards. He also said the 17th Street Reconstruction project is on schedule. Information on city projects is frequently updated and posted on the city's website. He also reminded Commission members and residents about the process of the comprehensive plan and the opportunity to participate.

V. Reports from Staff

A. Title 15 Update -Mr. Robinson said Council has approved recent parking and traffic control amendments to Title 15 and thanked the Commission for their efforts. Council will consider amendments on bicycles and the private residential program tonight with a vote next week.

B. Experimentation Report – Mr. Robinson explained the background and status of the experimentation report within the packet.

VI. Old Business - none

VII. New Business

A. Parking restrictions at the alley intersection on Dunn St. north of Kirkwood Ave.* - Ms. Gomez provided an overview of the staff report. She explained this request was based on a complaint and there have been two crashes over three years that appear to be related to sight distance. Staff is recommending removing one metered parking space. No Title 15

amendment is needed for this request. There were no public comments. Mr. Markeus motioned to remove one metered parking space on the east side of Dunn St. directly north of the alley between Kirkwood Ave. and 6th St. Ms. Maki seconded. **The motion passed 8-0.**

B. **Parking restriction at 11th Street and Morton Street -** Ms. Gomez provided an overview of the staff report. She explained this request was also based on a complaint and there have been two crashes over two years that appear to be related to sight distance at Morton Street. There were no crashes at Ashlynn Park Drive, but the sight distance could be improved if one parking space is removed. Mr. Cibor asked if this request would remove parking at both locations and Ms. Gomez said staff is only requesting that two spaces be removed at 11th St. and Morton St. Ashlynn Park Drive can be reevaluated as needed. There were no public comments. Ms. Maki motioned to amend Title 15 to remove two parking spaces on the north side of 11th St. east of Morton St. Mr. VanDeventer seconded. **The motion passed 8-0**.

C. **Loading zones and truck loading discussion –** Mr. Robinson explained that this agenda item is not seeking a recommendation and relevant portions of Title 15 are included in the packet. He explained this was at the request of the Commission. Mr. Cibor explained that it is legal to block a lane of traffic so long as 12' is free from obstructing traffic. Mr. Farrand said the downtown could look to keep two of the three lanes open. Ms. Maki asked if this item could be postponed to the next month. This way residents could speak about the next items on the agenda.

VIII. Traffic Inquiries

A. **Sheridan/Southdowns neighborhood traffic issue –** Mr. Robinson explained the background on this request and explained some of the early steps staff has initiated with this request – including a meeting with some residents, traffic counts, and using a speed reader information sign. Mr. Mayer said the primary issue is speeding west along Sheridan Dr. and to some extent east along Southdowns Dr. The topography and lack of stop signs seem to be the cause. He said there is no preferred solution at this time, but is concerned. Ms. Hernandez explained her concerns in addition to her written comments included in the packet. The demographics of the neighborhood is changing with younger families. Having small children, along with others in the area, who frequently walk to Bryan Park is a concern with speeding vehicles. There are no sidewalks and only the marked path within the street. Studies have found that speed bumps do improve safety and reduce speeding. This is one solution she prefers. Mr. Rose said he has lived in this neighborhood since 1970 and in comparison to the 70's there were also no sidewalks throughout the area with many more children. These streets were two way and he was not aware of any crashes involving children. Bryan Park held many events that drew people

from all around. Today, the area is not as active in comparison to the past with traffic, pedestrians, etc. He said this problem is largely a consequence of converting these streets to a one way. He is not in favor of speed bumps, only as a last resort, and prefers other alternatives. Discussion ensued about crash history, problems with speed cushions, costs of sidewalks, and ways to improve the visibility of the on-street path including green paint and more signs. Mr. Robinson said he can coordinate with residents on next steps. The administration is supportive of pilot or temporary programs to evaluate their effectiveness.

B. **Union Street one way between 3rd Street and Atwater Avenue –** Mr. Robinson provided the background information. Ms. McLaren Roberts said the school is looking for a better way to improve the drop off/pick up situation for BLIS. Union St. between 3rd and Atwater is very narrow, much like an alley. Vehicles loading can block traffic flow and making Union a one way south would help improve safety for drop off/ pick up and reduce conflicts with two way traffic. She said this is the first year of the school. Mr. Robinson said parents could drop off/pick up at the Islamic Center, but a sidewalk along Atwater is necessary. This would take time and compete with limited resources with many other sidewalk requests. The Commission directed staff to contact adjacent residents about the proposal and to evaluate accident data and other necessary data.

IX. Adjournment (~5:10 PM)

Next meeting – June 28, 2017

**Action requested*

15.32.100 Loading zones.

(a) Loading zones shall be in effect twenty-four hours a day, seven days a week, except where otherwise noted in Schedule O. All vehicles shall be limited to a maximum of thirty minutes use to deliver and pick up materials.

(b) In addition to the loading zones described in Schedule O, attached hereto and made a part hereof, all alleys may be used as loading zones subject to the limitations in subsection (a) of this section, but it shall not be necessary to erect signs to this effect.

SCHEDULE O	
LOADING ZONES	
100	Block of East Kirkwood Avenue, from 167' to 189' east of Walnut Street on the south side
100	Block of West Fourth Street, the first space east of the alley on the north side of Fourth Street
100	Block of West Fourth Street, first space east of College Avenue on the south side.
100	South College Avenue first space south of Kirkwood Avenue on the east side.
100	South College Avenue, first space on west side.
100	South Walnut from 190' to 130' south of Kirkwood Avenue on the west side.
117	West Seventh Street.
124	North Walnut Street.
200	Block of North Madison Street as posted on the east side of the street.
200	Block of West Seventh Street between Regester Parking Garage entrance and College Avenue, one space on the South side from the hours of 7:00 a.m. to 5:00 p.m., Monday thru Friday.
200	Block of West Sixth Street, first space west of the mid-block alley on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday
200	North College, second space north of Sixth Street on west side.
300	Block of South Lincoln on the east side, 30' north of the east/west alley south of Third Street.
	East/west alley between Fourth Street and Kirkwood Avenue and Dunn Street and Indiana Street from Dunn Street to 66' East of Dunn Street.
300	Block of South Washington Street, east side of the street
300	Block of South Washington Street, two spaces approximately 220 feet north of Smith Avenue, on the west side

300	Block of West Fourth Street, 119' east of alley to Railroad Tracks on the north side of Fourth Street.
301	North Washington Street, from 72' to 112' south of Eighth Street on the west side.
311	South Lincoln, one space in front of Boys' Club.
	Seventh Street, first space west of College on north side.
342	South Walnut Street.
349	South Walnut Street, two spaces on the East side in front of the Older American's Center.
	Swain Avenue, west side, between State Court Street and a point thirty (30) feet south of Third Street, from 6:00 p.m. to 8:00 a.m.
350	S. Liberty Drive, from 150' to 215', south of Third Street on the west side.
417	East Sixteenth Street, from 102' to 124' west of Dunn Street on the north side.
429	E. Kirkwood, first space west of Dunn Street on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
500	Block of West Wylie Street, from 50 to 150 feet west of Rogers Street on the north side
508	North Morton Street, 68' north of Ninth Street to 77' north of Ninth Street.
1300	Block of East Third Street, from 120' to 140' west of Jordan Avenue on the south side.

15.32.140 Obstructing traffic.

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

(Ord. 83-23 § 2, 1983: Ord. 82-1 § 1 (part), 1982).

15.32.185 Delivery parking permits.

(a) Upon approval of application, the planning and transportation department or designee may issue a permit to any entity that, in the ordinary course of trade or business, is engaged in the delivery of merchandise or supplies. Delivery vehicles eligible for this permit must be visually identified with the name of the entity engaged in the delivery.

(b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood zones designated in Bloomington Municipal Code Chapter 15.37 while performing the delivery.

(c) Fee. The cost for a delivery parking permit shall be one hundred dollars per permit per year. The director of the planning and transportation department or designee may issue additional permits if such need is shown by permit applicant.

(Ord. No. 10-15, § 18, 11-4-2010; Ord. No. 13-03, § 7, 3-20-2013; Ord. No. 14-11, §§ 126, 127, 7-2-2014)

MEMORANDUM

To: Traffic Commission

From: Dan Backler, Engineering Field Specialist

Date: July 26, 2017

Re: Intersection of 7th and Clark - Conversion of all-way stop to stop control on Clark only

Background

This request originated in the Bicycle and Pedestrian Safety Commission to address the intersection of 7th and Clark on the City's east side. The intersection is currently an all-way stop. The suggestion was made to do away with the stop control on the 7th Street sides of the intersection. The logic behind the suggestion is that the traffic volumes on 7th Street are much greater than on Clark and that the volumes on Clark are very low compared to the recommended all-way stop volume thresholds. 7th Street is part of the 7th/Longview Greenway in this area. Removing the stop signs on 7th would benefit cyclists and motor vehicles along this route reducing the need to expend unnecessary information. (Exhibits A and B)

Changing from an all-way stop to a two-way stop would require extensive trimming and/or clearing of vegetation from the south side of 7th Street in order to create adequate sight distance. Exhibit C shows the sight distance triangles for Intersection Stopping Sight Distance (ISSD) and for Stopping Sight Distance (SSD). An ISSD of 280 feet is the ideal situation. ISSD is based on the amount of time it takes for a car stopped at the intersection to make a turn without causing a car going through the intersection to have to slow down. An SSD of 155 feet is an acceptable situation. Stopping sight distance is based on the distance required to react to a hazard and stop a vehicle at a given speed. According to GIS the overgrowth appears to be in City right-of-way. (Exhibits C and D)

Traffic volumes for the streets are as follows:

E 7th Street: 1386 Average Daily Traffic (ADT)
N Clark Street: 236 ADT
(There are almost 6 times as many cars on 7th Street as on Clark Street)

Recommendations

Staff recommends removing the stop signs on 7th Street while leaving the stop signs on Clark Street to create a two-way stop at the intersection after coordinating appropriate vegetation trimming to achieve appropriate sight distance.

Wapehani MOUNTAIN BIKE PARK

The first mountain bike park in the state of Indiana, Wapehani is a 46 acre park off Weimer Road in southwestern Bloomington. The park contains approximately 5 miles of easy, intermediate, and expert level mountain bike trails. For trail updates and closures please see the information sign located at the park trailhead.

3401 W. Wapehani Rd.

HAZARDS & EMERGENCIES

01 IN CASE OF AN EMERGENCY
Call **9-1-1** or tell someone else to call for you

02 IF YOU ARE INVOLVED IN A CRASH
- Call **9-1-1** or tell someone else to call for you
- If you are in pain, stay put. Moving yourself or someone who is injured could cause even more injury.
- If your crash involves a car, make sure you get
  (1) the driver's name and contact info
  (2) license plate number
  (3) insurance info
- Get an incident report number from the police officer at the scene

03 REPORT A ROAD HAZARD OR CLOSE CALL INCIDENT
Visit **bloomington.in.gov/ureport** to report close calls, potholes, glass, and other dangerous conditions.

HOW to REGISTER your BIKE

Registering your bike can assist you in recovering your bike if it's stolen. Register your bike through Indiana University for $10 at the Parking Operations office located in the Henderson Parking Garage, 301 S. Indiana Ave., or FREE through the City of Bloomington Controllers Office, 401 N. Morton St., Suite 240.

LOVE your BIKE?

So Do Bike Thieves

- U-Locks are best, followed by heavy-duty cable/key locks
- Securely lock both wheels and frame to a bike rack, at the very least lock your frame and front wheel
- Lock your bike where a thief is more apt to be noticed, ie: a busy intersection
- Bicycles that are registered have a much greater chance of being returned

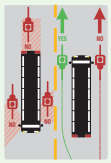
BIKING at NIGHT

If drivers can see you, they are less likely to hit you. Visibility is key. Wear bright blinking lights and try to wear reflective clothing.

BIKE & RIDE

Every Bloomington Transit bus has a bike rack that carries up to two bicycles at no additional charge. Simply flip the rack down, load your bike and secure the front wheel with the support arm. Board the bus and enjoy the ride!

PASS BUSES on the Left



Bus drivers have blind spots to their rear and right. Pass on the left so you don't get squeezed against the curb if the bus is pulling over or turning right.

JULY 2016

CITY OF BLOOMINGTON

*SEE OTHER SIDE FOR COUNTY DETAIL

- Signed Bike Routes ...signs indicate a preferred route
- Multi-use Paths ...closed to motor vehicles
- Bike Lanes ...markings indicate where to ride
- Shared Lanes ...markings indicate where to ride
- Neighborhood Greenway ...markings indicate where to ride
- Trails
- Overpass/Underpass
- Bike Shops
- Parks
- Trailheads
- Schools
- Swimming Pools

0 ¼ ½ ¾ 1 mile

Access to W. Vernal Pike closed as of Spring 2016. Anticipated re-opening Summer 2017.

*SEE OTHER SIDE FOR COUNTY DETAIL

CYCLIST TIME/DISTANCE SCALE

Depending on your pace, 5 minutes of uninterrupted cycling will yield the following average trip distances:

- If you travel at a leisurely 10 mph pace, you will travel 0.8 miles
- If you travel at a medium 15 mph pace, you will travel 1.25 miles
- If you travel at a quick 20 mph pace, you will travel 1.7 miles

BIKE SHOPS

- Bike Shops with Rentals
- Bike Shops

- BIKESMITHS BICYCLE SHOP
  112 S. College Ave.
  Bloomington, IN 47404
  812-339-9970
- BLOOMINGTON COMMUNITY BIKE PROJECT
  A volunteer non-profit organization that reuses bike parts and provides tools to fix your own bike.
  214 N Madison St.
  Bloomington, IN 47404
  Also located at Grimes Ln. and the B-Line Trail
- BICYCLE DOCTOR
  8551 W. Gardner Rd.
  Bloomington, IN 47403
  812-825-5050
- BICYCLE GARAGE, INC.
  507 E. Kirkwood Ave.
  Bloomington, IN 47408
  812-339-3457
- SALT CREEK CYCLES
  4001 E. 3rd St. #6
  Bloomington, IN 47401
  812-334-2453
- REVOLUTION BIKE AND BEAN
  401 E. 10th St.
  Bloomington, IN 47408
  812-336-0241

the MONTH of MAY is

BLOOMINGTON BIKES MONTH

www.bloomington.in.gov/bike

No assurance of safety of legal right-of-way is implied by this publication.

BICYCLE FRIENDLY America

An initiative of the League of American Bicyclists, the Bicycle Friendly America program is "a tool for states, communities, businesses and universities to make bicycling a real transportation and recreation option for all people." Bloomington was the first League designated Bicycle Friendly Community in Indiana and is proud to be recognized as a Gold rated community.

The following local organizations have also been recognized by the League through the Bicycle Friendly America program:

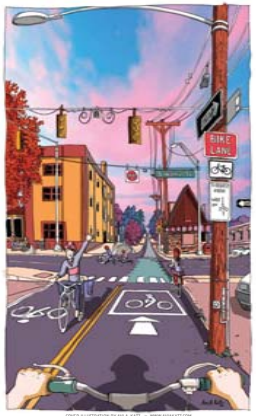
JUNE 2016

A COLLABORATION BETWEEN THE FOLLOWING ORGANIZATIONS

DESIGN = SPECTRUM STUDIO, INC.

BLOOMINGTON / MONROE COUNTY

BICYCLE MAP



COVER ILLUSTRATION BY AMY A. KATZ = WWW.AMYAKATZ.COM

Bloomington, Indiana

A COLLABORATION BETWEEN THE CITY OF BLOOMINGTON AND MONROE COUNTY PLANNING DEPARTMENTS
ADDITIONAL GRANT FUNDING PROVIDED BY THE INDIANA GREENWAYS FOUNDATION AND THE BLOOMINGTON BICYCLE CLUB

BICYCLE TIPS

Respect Pedestrians
Give pedestrians plenty of space and let them know you're near with your voice or a ring of your bell.

Walk Right, Pass Left
Pass others, going your direction, on their left. Common courtesy calls for providing ample space when passing pedestrians, especially for kids and pets who can often be unpredictable.

Use Hand Signals
Your movement affects other drivers. Let them know what you intend to do. Signal as a manner of self-protection and courtesy.

Walk Bikes on the Sidewalk, Ride Bikes on the Street
Walking your bike keeps our sidewalks clear for safe and comfortable walking.

Scan the Road
Scan behind you to check for other vehicles prior to changing lanes. Scan the road ahead for pedestrians, hazards, car doors, and zombies.

Negotiate with Drivers
Communicate with drivers as a manner of safety. Signal and make eye contact with them. Assume they don't see you until they make eye contact with you.

Use Caution at Intersections
The majority of crashes happen at intersections. Make sure you are visible, signal your intentions, be prepared to stop, and proceed with caution.

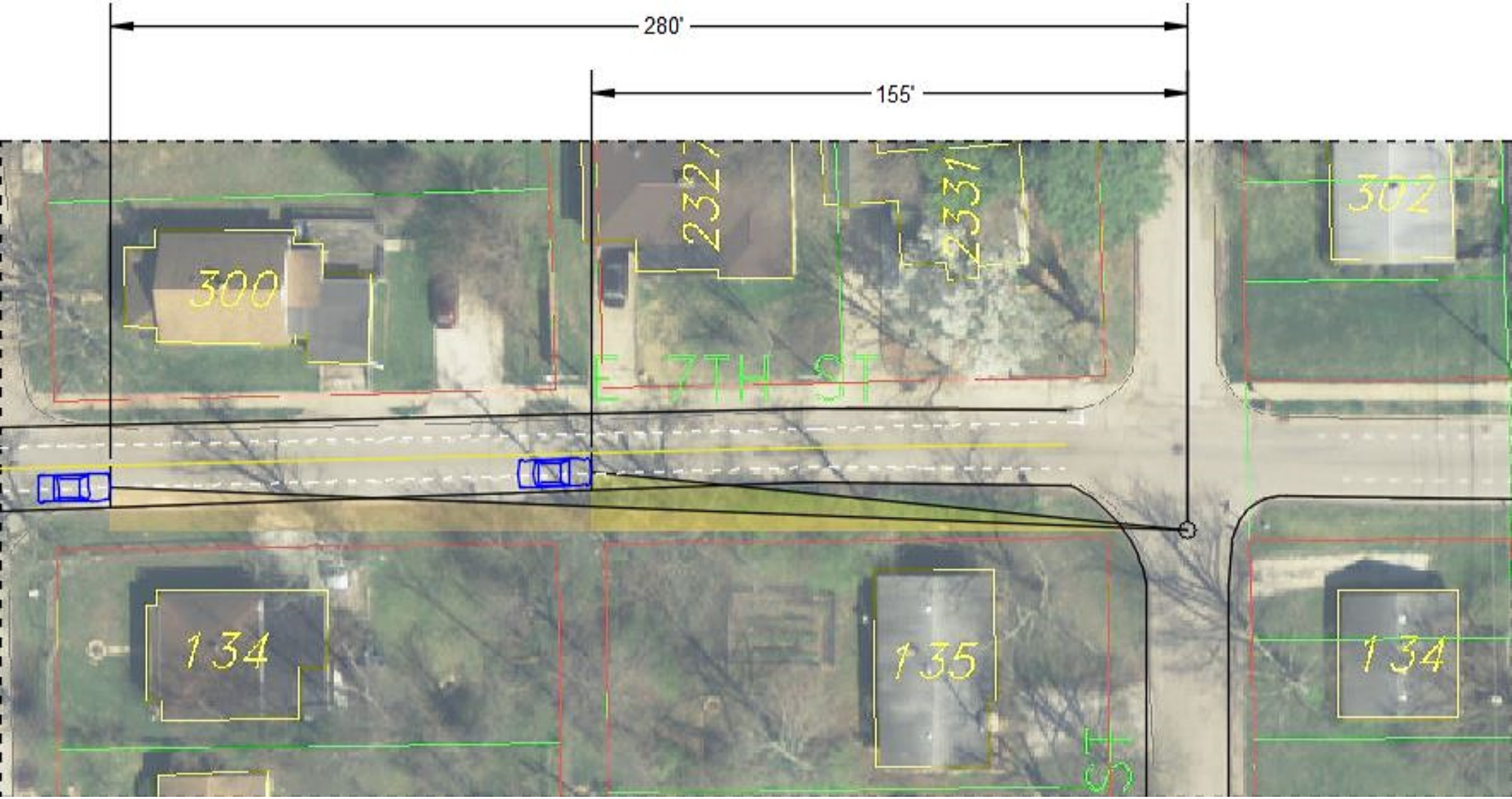
Be Aware of Car Doors
Motorists can unexpectedly open doors, so be especially careful if you see someone in a car. It's best to ride a car door's width away from parked cars. Take extra space in the lane if you need to.

Ride Straight
Don't dodge between parked cars. Ride in a straight line. Pass on the left and watch for cars entering the roadway from driveways and alleys.

Watch for Right Turns
Scanning the road ahead and taking the lane will keep you in a safe position. Stay behind traffic at intersections in case other vehicles turn right with no warning.

See and Be Seen
For safety and courtesy, use lights at night. The law requires the use of a white front light visible from at least 500 feet away and a rear red light visible from 500 feet away.

Ride Single File
State law says bicyclists may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Riding single file when being passed is courteous to other road users.


280'
155'
300
232
233
302
E 7TH ST
134
135
134

MEMORANDUM

To: Traffic Commission

From: Dan Backler, Engineering Field Specialist

Date: July 26, 2017

Re: Intersection of Hawthorne and Wylie - Change stop control from Hawthorne to Wylie

Background

The intersection of South Hawthorne Drive and East Wylie Street is currently a two-way stop with the stop control on Hawthorne. In this location Wylie goes one block east and one block west of the intersection and Hawthorne extends six blocks to the north and three blocks to the south. (see attached map, Exhibit A). Hawthorne is part of the Highland-Hawthorne Greenway in this location. (Exhibits B and C) Changing the stop signs from Hawthorne to Wylie would benefit cyclists and motor vehicles along this route reducing the need to expend unnecessary energy. A Bloomington resident inquired why the intersection control is the way it is and asked for a change to be considered.

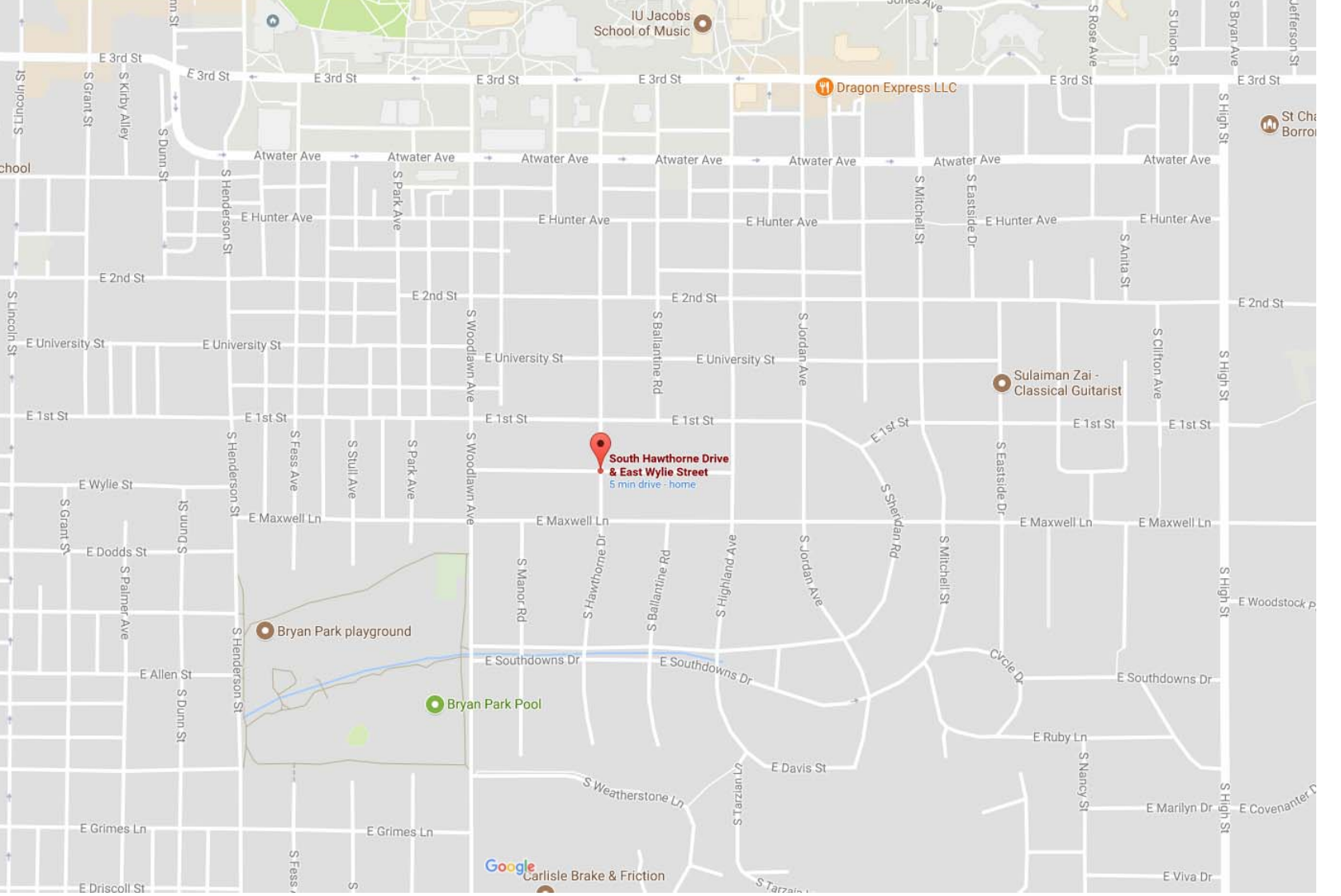
Traffic volumes for the streets are as follows:

East Wylie Street: 119 Annual Average Daily Traffic (AADT)
South Hawthorne Drive: 194 AADT

Given the context of the street network, Hawthorne has approximately 1.6 times more traffic than Wylie, Hawthorne has stop signs at the intersections immediate south and north of Wylie, Hawthorne is a bike route, and a desire to reduce energy consumption created by stopping and stopping, a change to the current traffic control may be beneficial.

Recommendation

Staff recommends removing stop control from Hawthorne and installing stop control on Wylie at this intersection.


IU Jacobs School of Music
Dragon Express LLC
E 3rd St
Atwater Ave
E Hunter Ave
E 2nd St
E University St
E 1st St
E Wylie St
E Maxwell Ln
E Dodds St
E Allen St
E Southdowns Dr
E Ruby Ln
E Davis St
E Grimes Ln
E Driscoll St
E Marilyn Dr
E Viva Dr
S Lincoln St
S Grant St
S Kirby Alley
S Dunn St
S Henderson St
S Palmer Ave
S Fess Ave
S Stull Ave
S Park Ave
S Woodlawn Ave
S Manor Rd
S Hawthorne Dr
S Ballantine Rd
S Highland Ave
S Jordan Ave
S Sheridan Rd
S Mitchell St
S Eastside Dr
S Anita St
S Clifton Ave
S Rose Ave
S Union St
S Bryan Ave
S High St
S Weatherstone Ln
S Tarzian Ln
S Nancy St
Cycle Dr
Sulaiman Zai - Classical Guitarist
South Hawthorne Drive & East Wylie Street
5 min drive - home
Bryan Park playground
Bryan Park Pool
Carlisle Brake & Friction
Google
Map data ©2017 Google
United States
500 ft

Wapehani MOUNTAIN BIKE PARK

The first mountain bike park in the state of Indiana, Wapehani is a 46 acre park off Weimer Road in southwestern Bloomington. The park contains approximately 5 miles of easy, intermediate, and expert level mountain bike trails. For trail updates and closures please see the information sign located at the park trailhead.

3401 W. Wapehani Rd.

HAZARDS & EMERGENCIES

01 IN CASE OF AN EMERGENCY
Call **9-1-1** or tell someone else to call for you

02 IF YOU ARE INVOLVED IN A CRASH
- Call **9-1-1** or tell someone else to call for you
- If you are in pain, stay put. Moving yourself or someone who is injured could cause even more injury.
- If your crash involves a car, make sure you get
  (1) the driver's name and contact info
  (2) license plate number
  (3) insurance info
- Get an incident report number from the police officer at the scene

03 REPORT A ROAD HAZARD OR CLOSE CALL INCIDENT
Visit **bloomington.in.gov/ureport** to report close calls, potholes, glass, and other dangerous conditions.

HOW to REGISTER your BIKE

Registering your bike can assist you in recovering your bike if it's stolen. Register your bike through Indiana University for $10 at the Parking Operations office located in the Henderson Parking Garage, 301 S. Indiana Ave., or FREE through the City of Bloomington Controllers Office, 401 N. Morton St., Suite 240.

LOVE your BIKE? So Do Bike Thieves

- U-Locks are best, followed by heavy-duty cable/key locks
- Securely lock both wheels and frame to a bike rack, at the very least lock your frame and front wheel
- Lock your bike where a thief is more apt to be noticed, ie: a busy intersection
- Bicycles that are registered have a much greater chance of being returned

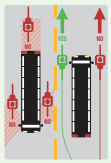
BIKING at NIGHT

If drivers can see you, they are less likely to hit you. Visibility is key. Wear bright blinking lights and try to wear reflective clothing.

BIKE & RIDE

Every Bloomington Transit bus has a bike rack that carries up to two bicycles at no additional charge. Simply flip the rack down, load your bike and secure the front wheel with the support arm. Board the bus and enjoy the ride!

PASS BUSES on the Left



Bus drivers have blind spots to their rear and right. Pass on the left so you don't get squeezed against the curb if the bus is pulling over or turning right.

JULY 2016

CITY OF BLOOMINGTON

*SEE OTHER SIDE FOR COUNTY DETAIL

- Signed Bike Routes ...signs indicate a preferred route
- Multi-use Paths ...closed to motor vehicles
- Bike Lanes ...markings indicate where to ride
- Shared Lanes ...markings indicate where to ride
- Neighborhood Greenway ...markings indicate where to ride
- Trails
- Overpass/Underpass
- Bike Shops
- Parks
- Trailheads
- Schools
- Swimming Pools

0 ¼ ½ ¾ 1 mile

Access to W. Vernal Pike closed as of Spring 2016. Anticipated re-opening Summer 2017.

*SEE OTHER SIDE FOR COUNTY DETAIL

CYCLIST TIME/DISTANCE SCALE

Depending on your pace, 5 minutes of uninterrupted cycling will yield the following average trip distances:

- If you travel at a leisurely 10 mph pace, you will travel 0.8 miles
- If you travel at a medium 15 mph pace, you will travel 1.25 miles
- If you travel at a quick 20 mph pace, you will travel 1.7 miles

BIKE SHOPS

- Bike Shops with Rentals
- Bike Shops

BIKESMITHS BICYCLE SHOP
112 S. College Ave.
Bloomington, IN 47404
812-339-9970

BLOOMINGTON COMMUNITY BIKE PROJECT
A volunteer non-profit organization that reuses bike parts and provides tools to fix your own bike.
214 N Madison St.
Bloomington, IN 47404
Also located at Grimes Ln. and the B-Line Trail

BICYCLE DOCTOR
8551 W. Gardner Rd.
Bloomington, IN 47403
812-825-5050

BICYCLE GARAGE, INC.
507 E. Kirkwood Ave.
Bloomington, IN 47408
812-339-3457

REVOLUTION BIKE AND BEAN
401 E. 10th St.
Bloomington, IN 47408
812-336-0241

SALT CREEK CYCLES
4001 E. 3rd St. #6
Bloomington, IN 47401
812-334-2453

the MONTH of MAY is BLOOMINGTON BIKES MONTH
www.bloomington.in.gov/bike

No assurance of safety of legal right-of-way is implied by this publication.

BICYCLE FRIENDLY America

An initiative of the League of American Bicyclists, the Bicycle Friendly America program is "a tool for states, communities, businesses and universities to make bicycling a real transportation and recreation option for all people." Bloomington was the first League designated Bicycle Friendly Community in Indiana and is proud to be recognized as a Gold rated community.

The following local organizations have also been recognized by the League through the Bicycle Friendly America program:

JUNE 2016

A COLLABORATION BETWEEN THE FOLLOWING ORGANIZATIONS

DESIGN = SPECTRUM STUDIO, INC.

BICYCLE TIPS

Respect Pedestrians
Give pedestrians plenty of space and let them know you're near with your voice or a ring of your bell.

Walk Right, Pass Left
Pass others, going your direction, on their left. Common courtesy calls for providing ample space when passing pedestrians, especially for kids and pets who can often be unpredictable.

Use Hand Signals
Your movement affects other drivers. Let them know what you intend to do. Signal as a manner of self-protection and courtesy.

Walk Bikes on the Sidewalk, Ride Bikes on the Street
Walking your bike keeps our sidewalks clear for safe and comfortable walking.

Scan the Road
Scan behind you to check for other vehicles prior to changing lanes. Scan the road ahead for pedestrians, hazards, car doors, and zombies.

Negotiate with Drivers
Communicate with drivers as a manner of safety. Signal and make eye contact with them. Assume they don't see you until they make eye contact with you.

Use Caution at Intersections
The majority of crashes happen at intersections. Make sure you are visible, signal your intentions, be prepared to stop, and proceed with caution.

Be Aware of Car Doors
Motorists can unexpectedly open doors, so be especially careful if you see someone in a car. It's best to ride a car door's width away from parked cars. Take extra space in the lane if you need to.

Ride Straight
Don't dodge between parked cars. Ride in a straight line. Pass on the left and watch for cars entering the roadway from driveways and alleys.

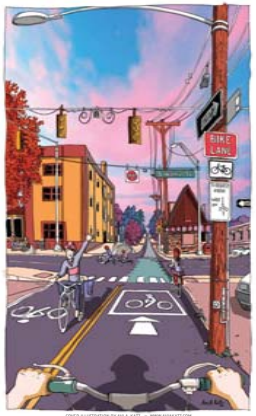
Watch for Right Turns
Scanning the road ahead and taking the lane will keep you in a safe position. Stay behind traffic at intersections in case other vehicles turn right with no warning.

See and Be Seen
For safety and courtesy, use lights at night. The law requires the use of a white front light visible from at least 500 feet away and a rear red light visible from 500 feet away.

Ride Single File
State law says bicyclists may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Riding single file when being passed is courteous to other road users.

BLOOMINGTON / MONROE COUNTY

BICYCLE MAP



COVER ILLUSTRATION BY AMY A. KATZ = WWW.AMYAKATZ.COM

Bloomington, Indiana

A COLLABORATION BETWEEN THE CITY OF BLOOMINGTON AND MONROE COUNTY PLANNING DEPARTMENTS
ADDITIONAL GRANT FUNDING PROVIDED BY THE INDIANA GREENWAYS FOUNDATION
AND THE BLOOMINGTON BICYCLE CLUB

MEMORANDUM

To: Traffic Commission

From: Scott Robinson, Planning Services Manager

Date: July 19, 2017

Re: Driveway sight distance discussion

Background

The City periodically receives complaints regarding sight distance concerns for driveway ingress/egress access to adjacent properties. Access to individual properties from roadways is often facilitated by driveways, which may have various state or local review or access standards to comply with. In most instances driveways are permitted. State and local codes regulate parking controls and these parking controls are typically communicated to the general public through the use of signs and/or painted curbs.

The Bloomington Municipal Code, 15.32.010 Yellow-painted curb, states "A yellow-painted curb shall constitute notice that parking any portion of a vehicle adjacent to such a curb is prohibited". The City uses yellow-painted curb at intersections (30 feet), for specific no-parking locations listed within Title 15, Vehicles and Traffic, and for other locations (alley drives, fire hydrants, etc.). However, there is no yellow-painted curb standard for driveways within Title 15 or from the state code. There are some guidelines from traffic engineering manuals (AASHTO 9.11.6) and the City's Unified Development Ordinance (20.05.109 – vision clearance triangle). In some instances the City will use 5 feet of yellow-painted curbs adjacent to driveways, but generally does not use yellow-painted curbs next to driveways unless it is within a no parking zone.

Citizens seeking some remedy to improve their driveway ingress/egress safety by increasing sight distances have a few options. For some locations, sight distance evaluations could significantly impact the availability of on-street parking. Often requests tend to seek the use of mirrors, no parking, or the use of yellow-painted curbs greater than 5 feet. The City does not support the use of mirrors for a range of reasons, but mostly for feasibility (where to install), maintenance, and poor performance during inclement weather. No parking requests can be dealt with through a Title 15 amendment, however the City supports on-street parking. The use of yellow-painted curbs is an area needing further consideration in regards to maintenance, sight distance, length, or other factors such as parking zones.

Recommendations

Staff is seeking guidance from the Traffic Commission on establishing any criteria or standards for yellow-painted curbs adjacent to driveways. Title 15 currently does not specify any standard or guidance for driveways and yellow-painted curbs. The City also looks to uniformity and consistency to help with the logistics of implementation. Criteria or standards should also consider the scope of all driveways vs. a smaller subset to help with administration and maintenance of yellow-painted curbs.

MEMORANDUM

To: Traffic Commission

From: Scott Robinson, Planning Services Manager

Date: May 17, 2017

Re: Traffic Inquiries

Background

The Planning and Transportation Department received one Traffic Inquiry from the public this month, which is outlined below. The nature of Traffic Inquiries vary, but are within the purview of the Traffic Commission. The intent of the Traffic Inquiry process is to hear citizen requests and then leverage both the advisory role of the Commission, as well as citizen input, before a request is formally considered. The Traffic Inquiries process also allows City staff to properly evaluate and prepare information for any potential future action items to be heard by the Commission.

Basic information on Traffic Inquiries received by the Department are summarized below, as well as listed on the agenda. A respective map is included for each Traffic Inquiry within the meeting packet for reference. Citizens that make Traffic Inquiries (either by phone, email, letter, U-Report, or in person) will be invited to attend the respective Traffic Commission meeting and given an opportunity to provide additional information.

Traffic Inquiries

- North College Street request to change on-street parking configuration to diagonal parking.

Recommendations

Staff requests that the Traffic Commission identify if a Traffic Inquiry needs further analysis before a future case can be heard. The specific types of data and information that the Traffic Commission would like to review, as well as any possible solutions to consider, are also requested by staff.

1818 Apparel Co.
1200 N. College Avenue
Bloomington, IN 47404

Traffic Commission
City of Bloomington

July 19, 2017

To Whom It May Concern:

1818 Apparel Co. was formed recently as the acquisition and merger of two custom apparel companies: Select Sports Outfitters, and Top It Off. Currently located at 1713 N. College Ave., we purchased the building at 1200 N. College Avenue back in December last year and are planning on moving on or around August 30th, 2017. With a larger showroom, we will be able to cater to more walk-in traffic, and have a larger in-stock inventory of IU and Greek products, as well as company uniforms and promotional products.

In front of our retail space are approximately three parallel parking spaces. However, given our anticipated retail traffic, we are requesting that the diagonal parking along the east side of North College Ave. running south from 17th Street be extended south to the alley of what would be approximately 16th Street. See accompanying Illustration indicating the aforementioned section of North College Ave.

We look forward to discussing this topic at the next Traffic Commission meeting on July 26th. In the meantime, if you have any questions or require additional information prior to the meeting, please do not hesitate to contact me.

Sincerely,

Marshall Waters
812-276-5463
mwaters@projectcorporate.com

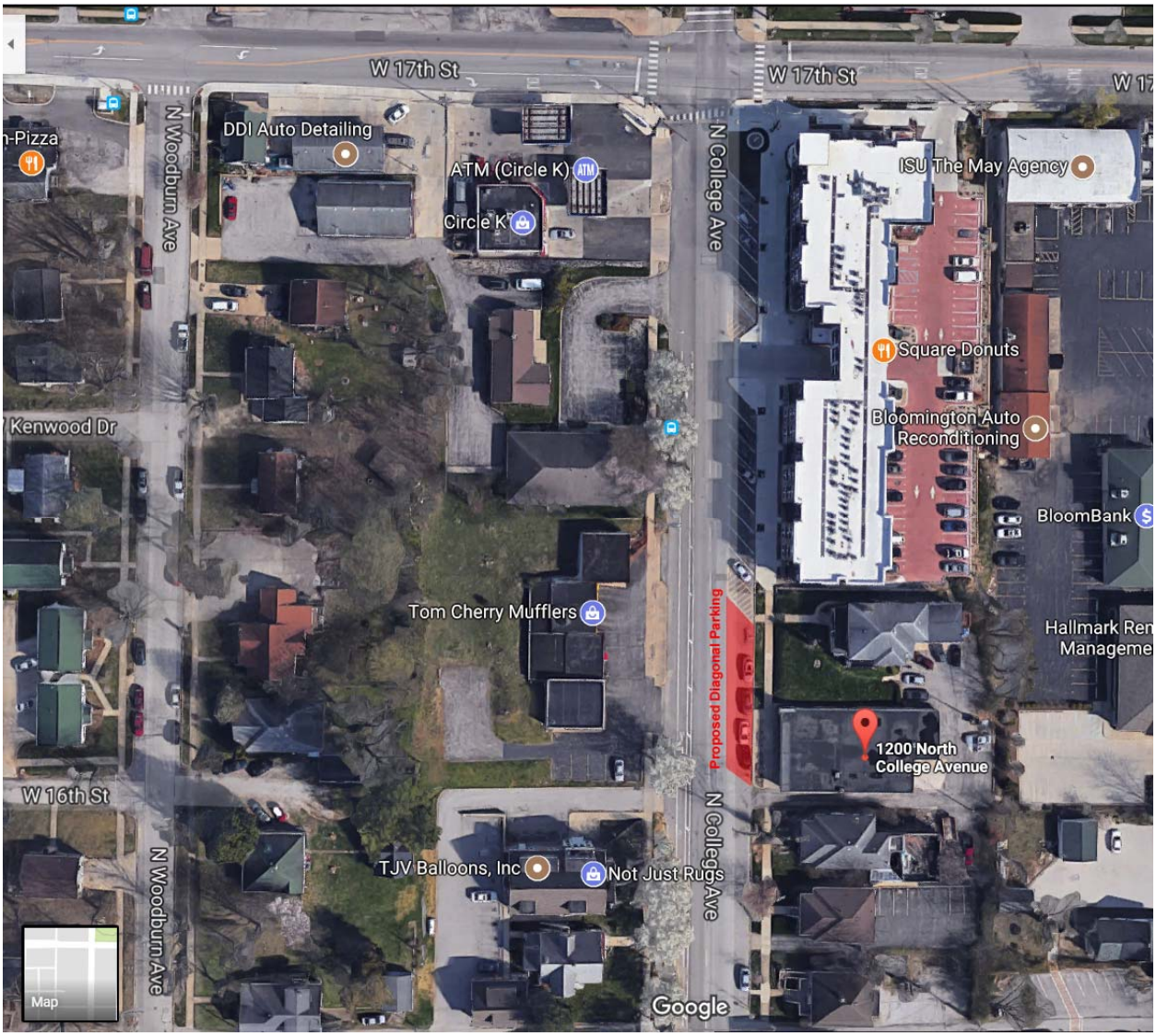



Illustration: