

In the Council Chambers of the Showers City Hall on Wednesday, June 2, 2004 at 7:30 pm with Council President Diekhoff presiding over a Regular Session of the Common Council.

COMMON COUNCIL  
REGULAR SESSION  
June 2, 2004

Roll Call: Banach, Diekhoff, Ruff, Rollo, Sturbaum, Volan, Sabbagh, Mayer  
Absent: Gaal

ROLL CALL

Council President Diekhoff gave the Agenda Summation

AGENDA SUMMATION

There were no minutes to be approved.

APPROVAL OF MINUTES

Tim Mayer gave a cicada report saying that 4<sup>th</sup> and Bryan Streets was, indeed, the epicenter of the invasion this year. He also announced that he and his wife, Sue, were celebrating their 42<sup>nd</sup> wedding anniversary that week.

MESSAGES FROM  
COUNCILMEMBERS

Daniel Grudmann, Director of Employee Services, introduced Jean Joque, Director of Training and Organizational Development who updated the council on activities within her purview. She reported on the department's design, development, and delivery of training programs in the area of general business skills, management training and certification programs, and IDEM Continuing Education Credits. Joque reported costs of training produced and delivered in-house as compared to that provided by outside vendors with a considerable savings to the city (\$95,000 in training alone).

MESSAGE FROM THE MAYOR

Joque explained her organizational development program work with city departments to help with revision of departmental organization with a look to more efficiency in departmental operations. Grundmann thanked the council for its support in approving this position within the budget several years ago, and added that it was an essential element in professionalizing the city workforce, increasing employees' skills and abilities, reducing liabilities and delivery of convenient and cost effective training.

Banach asked if the budgets for different departments would be reduced by the amount above. Grundmann said that this training was not offered frequently enough or did not exist before the city created it, and therefore a resource was added, not supplanted. He said most departments were not budgeting for this type of training.

There were no committee reports at this meeting.

COMMITTEE REPORTS

There was no public comment at this time.

PUBLIC INPUT

There were no appointments to any board or commission.

BOARD AND COMMISSION  
APPOINTMENTS

It was moved and seconded that Resolution 04-09 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, stating that there was no committee recommendation and that Public comment on this item shall serve as the legally advertised public hearing on this legislation. It was moved and seconded that Resolution 04-09 be adopted.

LEGISLATION FOR SECOND  
READING

Resolution 04-09 To Confirm  
Resolution 04-08 Which Designated  
an Economic Revitalization Area,  
Approved a Statement of Benefits,  
Authorized a Period of Tax  
Abatement, and Declared Intent to  
Waive Certain Statutory Requirements  
– Re: 1300 S. Patterson Drive (Cook  
Pharmica, LLC, Petitioner)

Ron Walker, Director of Economic Development, said that Cook Pharmica, LLC was seeking a ten year tax abatement on real estate improvements and manufacturing equipment. He added that their investment in the property was \$19M for real estate improvements and \$17.3M for machinery and research and development equipment. He said this would create about 200 new jobs over the next five years with

an estimated 2008 payroll of \$9.4M for an average hourly wage of \$22.73 excluding benefits.

Resolution 04-09 (cont'd)

There were no questions from either the council or public on this legislation.

Mr. Arthur, representative of the petitioner, said he very much appreciated working with the city and council on this project and thanked them for their support.

Resolution 04-09 received a roll call vote of Ayes: 8, Nays: 0.

It was moved and seconded that Resolution 04-11 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the committee Do Pass Recommendation of 9-0. It was moved and seconded that Resolution 04-11 be adopted.

Resolution 04-11 To Amend Resolution 03-26 To Revise the Map for a Community Revitalization Enhancement District (CREED) for the Downtown Area

Ron Walker, Director of Economic Development, reviewed the history of the Community Revitalization Enhancement District (CREED) noting that in 2003 the state general assembly passed legislation that allowed municipalities with a CREED district the authority to create an additional district. He said that this would allow the city to capture incremental sales and income taxes generated in the district up to \$750,000 per year. Permitted uses for captured revenues would include capital improvements, actions to offset obstacles to development, infrastructure improvements, site improvements, environmental mediation, and renovation of buildings. He added that it could also assist private businesses making improvements to property. Walker reminded council that expenditures from this fund required approval of city council based on the recommendation of the Bloomington Industrial Advisory Commission (BIDAC), created by statute for that purpose. Walker said the second facet of this legislation would include a 25% state and local tax credit for businesses that make an investment into the redevelopment of property in the district.

Walker outlined the procedure for the CREED application saying that the mayor would receive authorization from the council to ask the BIDAC for a resolution supporting an application to the State Budget Agency. State Budget Committee would make a decision along with this agency. Walker said the state was not in favor of the last submission of the Downtown CREED proposal because the boundaries were very large, there were so many businesses located in the proposed district that it would be difficult to administer, and the possibility of a larger erosion of state revenues through income and sales taxes. Walker said that since the new administration had taken office in January, he had visited with authorities in the State Budget Agency, attended their meetings and worked with them to insure balance with the needs of the city and state requirements.

Walker said the purpose of the Downtown CREED was to create and maintain jobs and help the downtown area compete for job growth in the high tech industry. He said that this legislation could help attract development which would trigger growth in sales and income tax which would then financially support the development of new infrastructure.

Rollo asked when the decision would be made and when it would be effective. Walker said the BIDAC would meet June 8, 2004, the State Budget Committee would meet on June 18 after which the recommendation would be forwarded to the State Budget Agency Director. Walker said he expected to hear about the outcome soon after that, although it could take up to sixty days for a response to the application.

Walker said upon approval, the base year would be set at June 30, 2003, the end of the state's fiscal year. The burden of administrating the district would be shared by the city and the Indiana Department of Revenue. The city would contact businesses in the district with a form to be sent to the state so that they could calculate the base figures and determine the incremental growth. He was uncertain, after that, when monies would be disbursed.

Resolution 04-11 (cont'd)

Sabbagh asked about benefits to an existing business regarding creating new jobs. Walker said the main incentive is for reinvestment into public infrastructure and improvements in property. In answer to another of Sabbagh's questions, Walker said the CREED would not compete with the certified technology park planned for the downtown.

There was no public comment on this legislation.

Mayer thanked Walker for working with the state in getting this ready for approval.

Sturbaum said the downtown needed as many tools in the toolbox as possible and thanked Walker for his work.

Diekhoff said that a lot of work was put into this project in its earlier version, and thanked Walker for recognizing its benefits to the community and his work in readapting it to the present form.

Resolution 04-11 received a roll call vote of Ayes: 8, Nays: 0.

It was moved and seconded that Ordinance 04-11 be introduced and read by title and synopsis. Clerk Moore read the legislation and synopsis, giving the committee Do Pass Recommendation 4-0-5 as amended. It was moved and seconded that Ordinance 04-11 be adopted.

Ordinance 04-11 To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" – Re: Certain Stop and Signalized Intersections, Speed Zones, and Parking Regulations

Justin Wykoff, Manager of Engineering Services, asked if there were questions to the entire ordinance. There were no questions for the non-controversial portions of the ordinance.

*Note: 5/26/04 Committee Action on Amendment #1 to Ordinance 04-11 was a Do-Pass Recommendation of Ayes: 9, Nays: 0.*

- Amendment #1 to Ordinance 04-11 This amendment is proposed by the Traffic Commission and would authorize a multi-way stop at the intersection of Euclid Avenue and Howe Street.

Justin Wykoff, Manager of Engineering Services, said he had, at the committee meeting, presented warrants regarding this intersection saying that none of the warrants were satisfied, the criteria was not met and the traffic control department did not recommend a multi-way stop at this intersection, however it was proposed and approved by the Traffic Commission.

Mayer read from the traffic reports quoting drivers who had accidents at this intersection. He wanted the record to indicate that none of the traffic warrants were met; however, drivers were not obeying the traffic signs at the intersection.

Sturbaum said from an engineering standpoint, since no warrants were met, it might be an easy call to not create a multi-way stop at this intersection. He added, however, that neighborhood associations and the Traffic Commission served as a human interpretation of this data. He said that sometimes stop signs do slow traffic and that he believed this was one of those situations. He said that neighbors in the area have emailed him were unanimous in their decision and would like the council, despite the warrants, to make an exception in this case and allow the multi-way stop.

Rollo noted that the Traffic Commission was known to be very conservative in their recommendations for stop signs, and he respects their evaluation and recommendation on this amendment.

Amendment #1 to Ordinance 04-11  
(cont'd)

Amendment #1 to Ordinance 04-11 received a roll call vote of Ayes: 8, Nays: 0.

*Note: 5/26/04 Committee Action on Amendment #2 to Ordinance 04-11 was a Do-Pass Recommendation of Ayes: 4 (Banach, Gaal, Rollo, Sturbaum), Nays: 2 (Mayer, Volan), Abstain: 3 (Diekhoff, Ruff, Sabbagh).*

- Amendment #2 to Ordinance 04-11  
This amendment is proposed by the Traffic Commission and would authorize a multi-way stop at the intersection of Dunn Street and Smith Avenue.

Justin Wykoff, Director of Engineering Services, said that this request was brought to the Traffic Commission by a citizen and that the traffic counts were completed in March reviewing numbers and speeds indicating that there were many more cars traveling on Dunn Street than on Smith Avenue. He said the warrants were not met, however, with the number of accidents at the intersection, mainly caused by poor visibility, moving the striping of the intersection back another car length would make the area safer.

Sabbagh asked if the sight lines could be improved so that the situation could be improved. Wykoff said that was correct.

Sturbaum asked what number of accidents would warrant a multi-way stop. Wykoff said that five accidents in a twelve month period that happened due to a circumstance that could be corrected by a multi-way stop would meet the warrant. Sturbaum noted that there were twice as many accidents as needed to meet the warrant. Wykoff replied that almost all of the accident reports quoted the driver as saying that visibility was the main reason for the accidents. Sturbaum said an area apartment owner said drivers did not respect the yellow curb and tended to park there and clog the intersection. He wanted assurance that the problem would be corrected simply by painting the curb. Wykoff said that signs would also emphasize the no parking area, and that signs also would delineate the area in times of snow. He added that since the yellow curb had been repainted there had been no accidents. Sturbaum asked if both additional painting of the curb along with the added stop sign would make the intersection safer. Wykoff said this would be adding a stop sign that wasn't warranted and would create a false sense of security and disrespect for stop signs. Sturbaum suggested that the stop sign be added.

Sabbagh asked if this was in the zone patrolled by the Parking Enforcement Office. Wykoff said this was true and had resulted in an increased number of citations being written for parking too close to the intersection.

Mayer asked if the city would consider painting a line in the street with cross hatching to delineate the no parking area. He very strongly suggested that the area be marked, patrolled and there be little mercy given to violators of this regulation. He asked what the negatives would be if additional stop signs were put up. Wykoff repeated his previous statement regarding warrants and stop signs. He said he would rather use striping, additional curb area painted yellow, cross hatching in the street along with additional enforcement to correct the problem.

Sturbaum asked why the Traffic Commission would have looked at these same corrections and yet still advised the use of stop signs in the area. Wykoff said there were members of the Traffic Commission present to address that.

Diekhoff compared this intersection with the one previously discussed saying that sight issues on Smith and Dunn were a result of illegally parked cars rather than sight issues of a hill on Howe Street, and that the volume of traffic at Smith and Dunn was much heavier than Howe Street which would mean many more drivers would be disobeying the stop sign.

Amendment #2 to Ordinance 04-11  
(cont'd)

Bill Hayden, Traffic Commissioner, noted that since the curbs had been freshly painted there were no cars parked on yellow in this intersection. He said a stop sign might serve as traffic calming, but urged council to consider something to control speed at this intersection if there is no stop sign approved as cars traveling on Dunn tend to speed through the area.

Jim Rosenbarger said he was concerned about approach speeds especially considering the sight problems of this intersection. He said this was the second time a stop sign had been recommended for this intersection and urged the council to adopt the multi-way stops and not revisit the issue again.

Volan said he would like to put up a sign that says 'no parking here to corner' to see if it would solve the problem. He said it would be best to turn down this amendment for the time being.

Sturbaum said the Traffic Commission should be respected, and that they didn't take the disagreement with the engineer lightly. He said if the stop signs were turned down at this hearing, the issue would be back again in the future.

Banach said his comment was to enforce the yellow curbs that exist.

Mayer said he wanted the record to indicate the driver's statement from a traffic accident report of 1-21-0 was "I was not paying attention, talking with my friend. My friend tried to tell me about the stop sign, but it was too late." He said this was reflective of how folks drove through this intersection.

He said citizens have told him how much they dislike stop signs. He said that people are greatly offended by the number of stop signs in the community, and that it shows by the fact that they are not obeyed. He said he was opposed to the multi-stop at the intersection because there were better ways of dealing with the problem.

Diekhoff said driver inattention was a major problem at this intersection and that the city should first try to improve the sight lines at the intersection along with an increase in enforcement.

Rollo said he was concerned with the heavy pedestrian traffic in the area with the 'off ramp' mode of traveling down Dunn Street. He said he would respect the Traffic Commission's recommendation.

Amendment #2 to Ordinance 04-11 received a roll call vote of Ayes: 3 (Banach, Sturbaum, Rollo), Nays: 5 (Ruff, Diekhoff, Mayer, Sabbagh, Volan) and thus failed.

*Note: 5/26/04 Committee Action on Amendment #3 to Ordinance 04-11 was a Do-Pass Recommendation of Ayes: 4 (Ruff, Rollo, Volan, Sturbaum), Nays: 0, Abstain: 4 (Banach, Diekhoff, Mayer, Sabbagh, Gaal)*

Justin Wykoff, Director of Engineering Services, reviewed warrants from April 2003 when the Traffic Commission first approved this change. He said the warrants met at that time included pedestrian

- Amendment #3 to Ordinance 04-11 This amendment is proposed by the Traffic Commission and would authorize a signal at the intersection of Henderson Street and Atwater Avenue. It was revised on May 22<sup>nd</sup> to reflect the recommendation of the Traffic Commission to prohibit a right turn on a red light at this intersection.

volume and crash experience adding that this intersection had the second highest number of crashes per year in the city.

Amendment #3 to Ordinance 04-11  
(discussion continued)

Wykoff said after that meeting, the engineering department was asked to develop some alternatives to a signal at this intersection. He said that after studying the accident reports and working with Don Porter, COB Traffic Control Specialist, the following changes were made to the approaches to the intersection:

- Increased the size of stop signs from 24" to 36"
- Added two additional "stop ahead" signs
- Added two "cross traffic does not stop" signs
- Replaced pavement markings
- Added directional arrows to make turning options more visible
- Added reflective pavement markers on Atwater approach
- Added reflective curb markers
- Added reflective 36" tall delineators on Atwater
- Replaced a faded speed limit sign
- Added two "curve ahead" signs
- Added two signs advising lower speed around the curve.

Wykoff said a separate turn lane for Henderson's northbound traffic to turn east on Atwater is proposed. He had drawings that indicated a flashing light (red on Henderson, yellow on Atwater) would be appropriate and that this would include all the infrastructure needed to add a future signal if necessary.

Sturbaum asked if any thought was given to the suggestion of eliminating the curve and eliminating the island to discourage jaywalkers. His emails have indicated citizens want a safe place to cross and this would align paths with the stop rather than having folks cross where there is no light to stop traffic. Wykoff said it would solve some problems but not all.

In answering Sturbaum's question regarding the extent of the council approval process, Wykoff said that if the council voted to approve this signal, the intersection would be designed with the expertise of the Public Works Department with concern for bicycles, pedestrians and motor vehicles alike. He said the 'no right turn on red' stipulation would depend on how far traffic might become stacked behind the signal.

Sturbaum asked about the stipulation being a part of the amendment, and part of the Traffic Commission recommendation to which Wykoff said it would be done.

Mayer asked if the Traffic Commission considered financial costs in their deliberations. Wykoff said they did not. Mayer asked if the 2004 budget had enough money to improve this intersection. Julio Alonso, Director of Public Works, said there was no budget for signalizing this intersection this year, but that it could be discussed in the deliberation of the 2005 budget. He said stop signs were in inventory and could be installed, however a signal would take more time and money.

Rollo asked about the cost of the two plans, to which Wykoff said that conduit could be installed with the flasher light so that if the signal were needed, the infrastructure would be in place.

Diekhoff commented that pedestrians and motorists alike were crossing each other's paths at this intersection with little regard for each others presence and safety.

Sabbagh asked if there was a sidewalk on the west side of Atwater that ran to Third Street. Wykoff said there was an intersection just west of

this one that was signalized and would allow pedestrians to cross Third Street at a light.

Mayer said that the island's sidewalk encouraged pedestrians to walk through the middle of the roadway and asked if this was a good design. Wykoff said this wasn't a safe crossing point.

Amendment #3 to Ordinance 04-11  
(discussion continued)

Sturbaum asked if pedestrians were walking away from the intersection in fear of safety, to which Wykoff said they were, and that the flasher choice would help with this.

Diekhoff asked if the Third Street signals at Woodlawn and Hawthorne had been developed with pedestrian counts indicating that pedestrians crossed anywhere along the road, not at the signals. Wykoff agreed.

Diekhoff made the point that the warrants were present some of the time, but not always, so there would be a necessity to do something about this intersection in the future.

Alonso said that the administration did not support a traffic signal at this intersection at the present time, but did support safety improvements including a flashing light and lighted crosswalk. He added that this solution would put the infrastructure in place for a full signal while other solutions to the intersection safety could be attempted. He said they would be willing to work toward other options, but were asking for the chance to work through this proposal first.

Diekhoff called for public comment on this amendment and Jim Rosenbarger, a member of both the Bicycle and Pedestrian Safety Commission and Traffic Commission, said that that the Traffic Commission had unanimous support for a signal at this intersection and that the commission included a representative from the police department and engineering department. He said the island successfully served as a large pedestrian refuge while the intersection that Sabbagh referred to earlier was confusing to pedestrians and motorists alike. Lastly he said that the "no turn on red" stipulation was a good one for the safety of pedestrians.

Jim Opiat, Bryan Park resident, said traffic traveling north on Henderson would be encouraged and increased by improvements to the intersection. He said that this could be dangerous for families and children crossing Henderson to Bryan Park. He wanted to make the council aware that the neighborhood association would probably be coming to the council for improvements to the crossings into the park from the west.

Nancy Harms, a member of the Traffic Commission, said she supported a traffic signal at this intersection because the warrants had been met for both pedestrians and cars, because the alternatives presented were just as costly as a traffic signal, and the intersection was an abomination for pedestrians. She said the safety of the intersection for pedestrians would encourage walking as alternate transportation. She added that she didn't understand the administration's opposition to the signal and asked that this be explained so that everyone understood just why the proposed signal was opposed.

Mitch Rice, Chair of the Bicycle and Pedestrian Safety Commission, said this was a busy pedestrian intersection and said that they needed the right cues and signs to safely cross the intersection. He said this would be in the form of a light. He said he valued encouraging people to walk or ride bikes, and the light would indicate this value. He said if lights were going to be installed at the intersection that it should be a full traffic light rather than just flashers.

Rob Fischman, board member of the Elm Heights Neighborhood Association, said anxiety in crossing Atwater at this intersection was shared by both pedestrians and motorists. He said that the Association had passed a resolution in support of the Traffic Commission's recommendation of a full signal at the intersection. He said a light at this intersection would benefit pedestrians that cross further east of the intersection by creating a platooning that would create breaks in traffic. He added that citizens crossing west of the intersection would be safer to walk to the light rather than take chances crossing at the area where Dunn Street veers off from Atwater where pedestrians were unsure of motorists' intentions. He said the widening of Henderson would encourage reckless driving along this residential and park area.

Bill Hayden, Bryan Park Neighborhood Association, spoke in favor of the traffic signal. He said the traffic signal with no right turn was the recommendation of the Traffic Commission, not the redesigning of the intersection. He said \$25,000 would be spent messing around with the area, when the light should just be put in. He said he had observed the pedestrian and motorist behavior at the intersection, and said a safe crossing at Henderson should be a major consideration.

Cynthia Bretheim, said it was difficult to cross at the intersection and said the plan with a little island would be scary for pedestrians. She said traffic passing this intersection was coming from a Dunn Street green light and a Third Street green light, resulting in almost a steady stream of cars which increased the frustration and anxiety of pedestrians and motorists who try to cross Atwater.

Diekhoff called for council comments.

Rollo said that citizen Harms had a succinct summation of the situation and said that the signal would be needed eventually. He said that without a signal he feared crashes would occur. He said folks who were not able to scurry across this intersection deserved consideration in their need to walk and cross this intersection. He said the neighbors in districts 4, 5 and 6 have an interest in this improvement, and said he, Sabbagh and Volan had been contacted by constituents pleading for this light. He concluded by saying the light would be a great demonstration of tax dollars at work.

Volan apologized in advance for his long statement. He called for the more formal address of citizens and council members in the public meeting process, not to be more official, but to foster mutual respect in the deliberation process. He said that by addressing each other by first name in such a public forum was too casual and was a disrespect, however nominally, to persons watching and participating in the proceedings.

He noted that in the committee hearing on this amendment, he had stated that the city's plan for the intersection showed contempt for pedestrians. He explained that he did not mean to disrespect any individual and especially did not mean Wykoff, manager of engineering services and presenter of the city's plan, was contemptuous of pedestrians. He addressed Wykoff by apologizing for being thoughtless in the implication of disdain for pedestrians.

Volan said the country was centered on the automobile and was hostile to pedestrians. He likened the Atwater, Third and Dunn area as a roundabout and then noted a meeting held earlier in the evening concerning a proposed roundabout on Moore's Pike. He said that the design engineers had shocked him in their presentation by stating that a pedestrian crossing could be considered a traffic calming device. He said he was concerned that traffic was considered motor traffic and did not include trips by pedestrians. He added that until this was included in



Amendment #3 to Ordinance 04-11  
(discussion continued)

the definition of traffic, Bloomington would continue to grow in a suburban rather than an urban manner, and would be a poorer place for it. He said traffic should be considered all forms of traffic with pedestrians considered equally with motorized forms of transportation. He said he supported a traffic signal at this intersection and that it should be synchronized with other lights in the corridor so that pedestrians could cross safely. He said crosswalks should be created for all four sides of this intersection and that there should be no right turn on red. He suggested a redesign study for this area, and said in this study, the very word "traffic" should be redefined.

Banach said he was very familiar with this intersection as his office is located there and drives the area about 10 times a day. He said he originally thought that the signal was a good idea, and that he could verify Rosenbarger's statement. He said since the committee hearing he had looked at the area again, and related an experience of a near collision in Atwater's left lane which would lead traffic North to Henderson. He looked at the three traffic lights in the area and said it was probably not possible to coordinate all three traffic lights in the area as they were all directing traffic in different directions. He said pedestrians look for the easiest way to get across both Atwater and Third Streets but was not convinced that a traffic light would be the best solution here. He said he was open to other alternatives, including new ideas for the area with one way streets and left and right turns.

Sturbaum said he was even more strongly in favor of a stop light after hearing the comments and committee discussions. He said that in Columbus Indiana, mid-street crosswalks are painted red and that in Boston Massachusetts they are painted green with penalties for not yielding to pedestrians.

He said that putting a signal in place would probably be less expensive than doing all the preparations of limiting lanes and making other curbing changes.

He said he didn't really understand the opposition to this signal, and noted that there had been a pedestrian killed crossing Atwater.

Ruff said he had not heard from the administration that the light wouldn't work, just that the administration wanted to try something else first. He said lots of emails and comments from citizens, the unanimous support from the Traffic Commission and the absence of a report from engineering saying that a signal would not work at this intersection led him to emphatically support this amendment.

Mayer noted the administration wanted to work with all involved to solve the problem and that the money did not exist in the 2004 budget for this signal. He noted two sidewalk projects that could be put on hold while the allotted monies are used for this signal and added that needs should be balanced. He added that without a clear plan for this intersection, including all who travel through there with whatever means they use, a more dangerous situation could occur than already exists. He also asked if the council passed this amendment that required the change to a signal, but the city could not, for some reason, put one in, what legal position would that put the city in at that time.

He said there was good reason to determine true costs to do the job right, said that the signal and 'no right turn on red' didn't solve the problem, and that we should go back to the drawing board for a solution that could be funded in the 2005 budget.

Sabbagh said the vote was on a signal and 'no right turn on red.' He said that putting a light in now would not solve the problem, and might create other problems, and the city might end up spending more money. He added that he was made aware that the administration was not in

favor of this amendment several weeks ago, and mused that his position in the minority on the council might help communications with the administration. He noted he had heard from citizens in the Bryan Park area who did not want the light, and said it needed study for a long term solution.

He ended by saying that buses were just as important as pedestrians, bicycles and motorists, and was dismayed that the park and ride discussion last year indicated that bus traffic was needed on Henderson rather than Woodlawn, but now bus traffic on Henderson was not wanted. He said the park and ride problem and the Henderson/Atwater intersection problem should be solved at the same time.

Sturbaum moved, and it was seconded, to postpone the matter for two weeks so that more time could be given to deliberation and solving the problem. Dan Sherman, Council Attorney/Administrator, said the implication would be to postpone not only the amendment, but the entire ordinance and said the motion was subject to limited debate.

Rollo said he was in favor of this postponement because he thought there might be an alternative and was in favor of a little longer review of the matter.

Volan said additional areas of concern should be outlined as this was not just about one intersection.

Mayer said postponing this item would be prolonging the ability to go forward to address the issue in a meaningful way. He added that not enough information could be gathered in two weeks, and it would be difficult to bring together the persons from the Traffic Commission, Engineering, Public Works, community, and council to get anything meaningful done. He reiterated that there was not enough money in the 2004 budget to do anything at this intersection until next year. He advised a vote on the amendment without postponement.

Banach agreed that putting off a decision might not be a bad idea, but that two weeks is not enough time to do the task.

Sturbaum said he would consider a friendly amendment to change the time span to one month. He said there had been a lot of work to get to this point, and reminded the council of the unanimous support of the Traffic Commission.

Ruff said two weeks was not enough time to make relevant changes, but would be enough time to garner support from council members for the amendment.

Diekhoff said he was not in favor of postponing action as even a month was not enough time. He noted a citizen comment that the whole corridor needed study and said that was a good assessment of the problem. He added that he didn't like either plan proposed, and said it would be irresponsible to use either band-aid fix for a much larger problem. He advocated a study for the entire area.

Mayer said the longer the delay, the longer it would take to get the stop sign at Euclid and Howe (amendment #1).

The motion to postpone action for two weeks received a roll call vote of Ayes: 3 (Sturbaum, Rollo, Ruff), Nays: 5 (Banach, Diekhoff, Mayer, Sabbagh, and Volan) and thus failed.

Amendment #3 to Ordinance 04-11  
(discussion continued)

Motion to postpone action for two weeks

Vote on postponement of action

Note: 5/26/04 Committee Action on Ordinance 04-11 as amended by Amendment #1 was a Do-Pass Recommendation of Ayes: 4, Nays: 0, and Abstain: 5

Ordinance 04-11 as amended by Amendment #1.

Diekhoff called for comments on the entire ordinance as amended.

Volan said he supported amendment #3 and that he supported a study on the entire corridor and asked that it begin immediately.

Rollo said he would like to see money for capital improvements from the downtown CREED district fund to specifically be targeted to pedestrian and bicycle safety and access to the downtown area. He said he regarded this intersection as a priority in that regard.

Mayer said he was looking forward to the conversation with Alonso about getting this issue figured out. Alonso said he would happily give a commitment to do that and offered to call a meeting within the next two weeks.

Sturbaum asked if it would be appropriate to send amendment #3 back to the Traffic Commission. Alonso said he had no problem including members of the Traffic Commission in the discussion.

Diekhoff strongly urged the administration to do what was necessary to bring all parties together to review the entire corridor for vehicle and pedestrian, bike and bus traffic issues. He said there was a lot of support and willingness for this work.

Ordinance 04-11 as amended received a roll call vote of Ayes: 6, Nays: 2 (Ruff and Rollo).

It was moved and seconded that the following legislation be introduced and read by title and synopsis only. Clerk Moore read the legislation by title and synopsis.

LEGISLATION FOR FIRST READING

Ordinance 04-12 Ordinance Authorizing Issuance of Lease Rental Refunding Bonds by the Monroe County Redevelopment Authority

Ordinance 04-12

There was no public comment at this time.

PUBLIC INPUT

Dan Sherman noted that the county needed quick action on the ordinance just introduced, and said that the council could consider it for final action at the Special Session on June 9, 2004.

OTHER BUSINESS

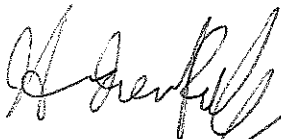
This action received a roll call vote of Ayes: 8, Nays: 0.

The meeting was adjourned at 10:05 pm

ADJOURNMENT

APPROVE:

ATTEST:



Michael Diekhoff, President  
Bloomington Common Council

~~Regina Moore~~, CLERK  
City of Bloomington