

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
February 25, 2015  
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – January 28, 2015
- III. Communications from Commission
- IV. Reports from Staff
  - A. Transportation & Traffic Engineer - position update
- V. Old Business - none
- VI. New Business –
  - A. Crosswalk Markings
  - B. E. 3<sup>rd</sup> Street and S. Indiana Avenue – right turn on red restriction\*
- VII. Traffic Inquiries
  - A. E. 6th Street and N. Washington Street – convert intersection to 4-way stop
  - B. E. 3<sup>rd</sup> Street and S. Union Street/S. Rose Avenue – left turn restrictions
  - C. E. Hunter Avenue and S. Fess Avenue – convert intersection to 4-way stop
- VIII. Adjournment

*Next meeting – March 25, 2015*

*(\*Recommendations Requested / Public comment prior to vote – limited to five minutes per speaker)*

**City of Bloomington Traffic Commission Minutes  
January 28, 2015 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. – As corrected from the 2/25/2015 meeting (SR)*

**Attendance**

Traffic Commission: James Batcho, Ryan Cobine, Judi Maki, Sarah Ryterband, Joe VanDeventer, and Scott Wickersham.

Others in Attendance: Aviva Orenstein, Leandra Lederman, Rob Fischman, Nate Nickel (Staff) and Scott Robinson (Staff).

- I. Call to Order (~5:30 PM)**
- II. Approval of Minutes** – December 17, 2014 (Mr. Cobine motioned, and Mr. Wickersham seconded, to approve the minutes. The motion passed 6-0.).
- III. Communications from Commission** - none
- IV. Reports from Staff**
  - A. FHWA Approval to Experiment – Bicycle Boxes and other markings
  - B. Fairview Street Sidewalk – design contract
  - C. 10<sup>th</sup> Street and Woodlawn Avenue Study and Extension
- V. Traffic Inquiries**
  - A. 3rd Street and Patterson Drive – right turn lane**
  - B. 3rd Street and Liberty Drive – congestion:** staff directed to collect traffic count and accident report data for this location.
  - C. 3rd Street and Indiana Avenue - right turn on red restriction:** Ms. Oreinstein, Ms. Lederman and Mr. Fischman all spoke regarding traffic safety issues associated with the intersection and resulting conflicts with pedestrians trying to walk through the cross-walks. They each requested a right turn on red restriction to better accommodate pedestrians. Other intersection improvements that were suggested by the three public speakers included reducing the curb radius to 90 degrees, closing drive-cuts, targeted police traffic enforcement and moving the BT bus stop farther east. Staff was directed to collect traffic data, as well as to analyze the bus stop location.
- VI. Old Business** - none

**VII. New Business –**

- A. Hillsdale Drive and 5th Street – parking restriction:** Ms. Ryterband motioned to approve, no second. The motion failed.
- B. Monon Drive and Walnut Street - parking restriction:** Ms. Maki motioned, and Mr. Batcho seconded, to approve the recommendation as presented. The motion passed 6-0.

**VIII. Adjournment (~6:45 PM)**

*Next meeting – February 25, 2015*



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## MEMORANDUM

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To: Traffic Commission  
From: Scott Robinson, Planning Services Manager  
Date: February 18, 2015  
Re: Crosswalks at Uncontrolled Intersections

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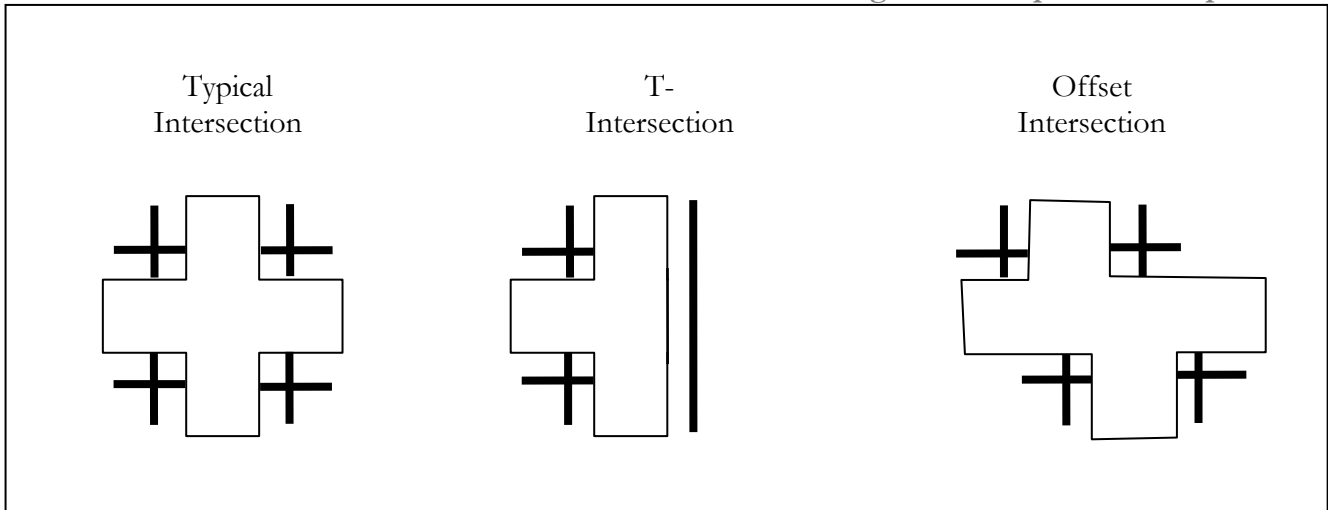
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### Background

The Bicycle and Pedestrian Safety Commission (BPSC) is recommending to stripe continental or piano key style crosswalks at several uncontrolled crossings within the general Downtown area and IU campus listed below. These locations have high pedestrian activity and have at least one crossing direction that does not have a stop sign or traffic signal for vehicular traffic. This creates situations where marking crosswalks at uncontrolled locations needs additional consideration based on safety, site characteristics, and other factors such as destinations, route choice, convenience, and accessibility. Staff is seeking additional input to guide decisions on crosswalk markings for these and perhaps other similar locations. For this agenda item please consider the following locations for discussion: 6<sup>th</sup> Street and Indiana Avenue, 7<sup>th</sup> Street and Union Street, 3<sup>rd</sup> Street and Grant Street, Highland Avenue at 3<sup>rd</sup> Street and Atwater Avenue, 8<sup>th</sup> Street and Morton Street, 12<sup>th</sup> Street and Walnut Avenue, 14<sup>th</sup> Street at Walnut Street and College Avenue, 15<sup>th</sup> Street at Walnut Street and College Avenue, and Woodlawn Avenue and Hunter Avenue (map included).

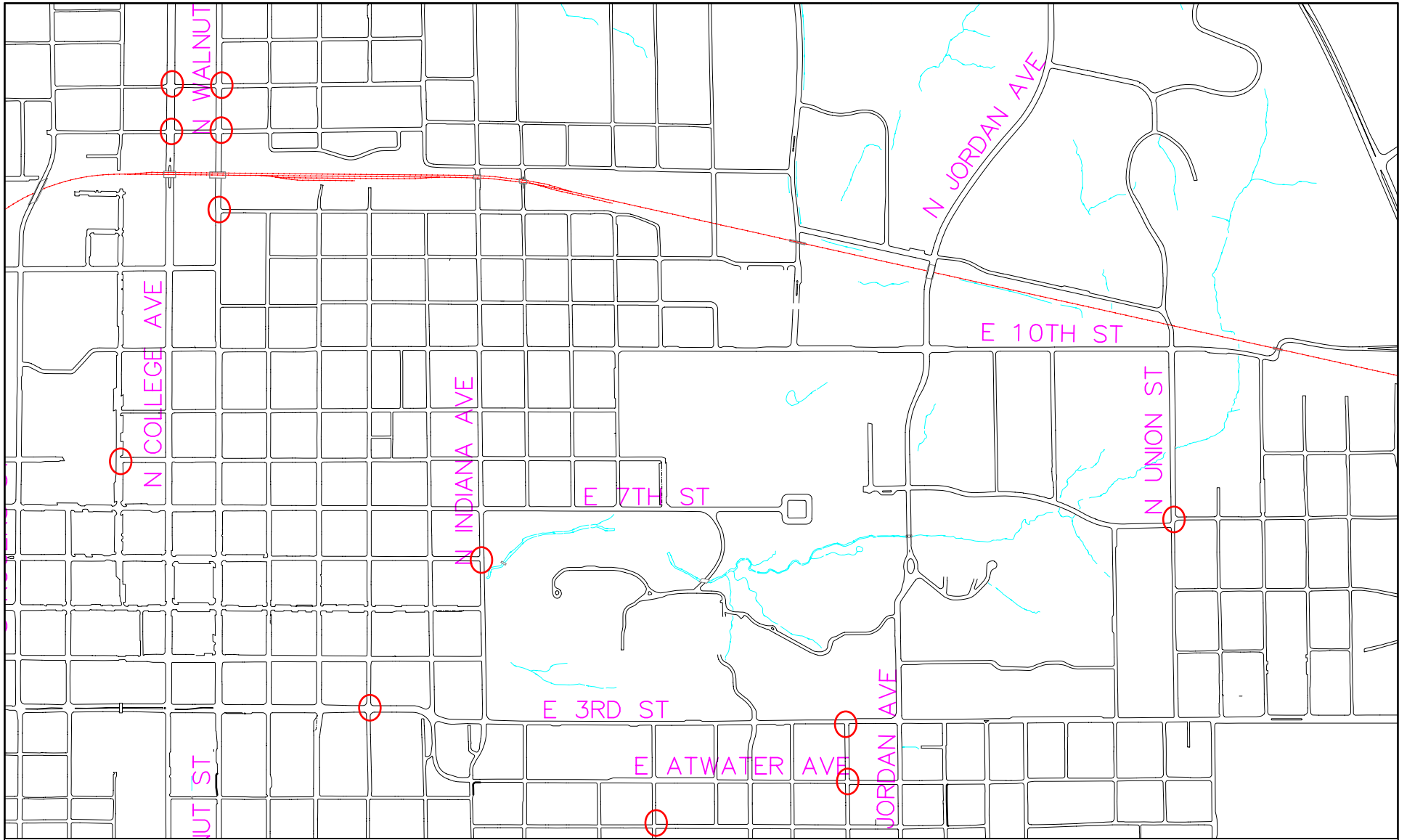
Title 15 of the Bloomington Municipal Code (BMC) defines by reference to the Indiana State Code, Title 9 (IC 9-13-2-84), an intersection as “(a) the area embraced within: the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two (2) highways that join at, or approximately at, right angles; or (2) the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. (b) Where a highway includes two (2) roadways at least thirty (30) feet apart, every crossing of each roadway of the divided highway by an intersecting highway is regarded as a separate intersection. If the intersecting highway also includes two (2) roadways at least thirty (30) feet apart, every crossing of two (2) roadways of the intersecting highway is regarded as a separate.” Furthermore, the definition for a crosswalk (IC 9-13-2-40) “means any of the following: (1) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs, or in the absence of curbs, from the edges of the traversable roadway. (2) A part of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.”

The definitions on crosswalks and intersections, along with the simple diagrams below, provide a basis to further explore the conditions for marking crosswalks at uncontrolled locations. In some instances, it may be best to designate crossings as mid-block crossings. Specifically, 15.60.050 Pedestrians, of the BMC declares “no pedestrians shall cross a roadway other than in a crosswalk. Pedestrian crossings shall be established at all intersections and at the following locations” (the BMC further lists all the following locations, but is not included in this memo). Clarity on the best crosswalk treatment for many intersections may be lacking and hence the nature of this request. Reviewing the requested locations from the BPSC along with considering the provisions within the BMC, staff is seeking preliminary direction on marking crosswalks at uncontrolled locations.



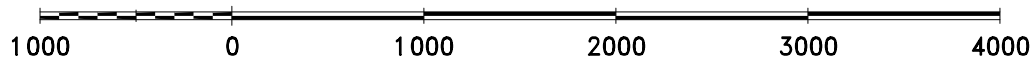
Sample Intersection Types (bold lines are sidewalks thin are curbs or edge of pavement)

**Recommendation:** Staff is requesting that the Traffic Commission recommend policy guidance for marking crosswalks at uncontrolled locations to further aid City staff in good judgment when marking crosswalks.



BPSC Crosswalk Requests ○

By: robinsos  
18 Feb 15



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation

Scale: 1" = 1000'



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## MEMORANDUM

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To: Traffic Commission  
From: Scott Robinson, Planning Services Manager  
Date: February 25, 2015  
Re: No Turn on Red at 3<sup>rd</sup> Street and Indiana Avenue

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### Background

The City of Bloomington Planning and Transportation Department received a request from citizens to prohibit right turns on red at the intersection of 3<sup>rd</sup> Street and Indiana Avenue. Currently right turns on red are allowed at this signal. The request is based on the presence of many pedestrians, the close proximity of a busy transit stop, and many vehicles turning from 3<sup>rd</sup> Street to Indiana Avenue. General concerns over near-miss crashes and pedestrian safety for crossing 3<sup>rd</sup> Street because of high pedestrian volumes and high turning movements were expressed. The Traffic Commission reviewed the request at their January 28, 2015 meeting. Several citizens spoke in support of restricting right turns on red in addition to other possible actions to improve safety. The consensus of the Commission was to move forward with this right turn on red restriction request.

To accommodate this request, Title 15 of the Bloomington Municipal Code would need to be amended. Specifically, 15.20.020, Schedule H – Restricted turns on red at signalized intersections, will need to include the signalized intersection of 3<sup>rd</sup> Street (from) and Indiana Avenue (to). If approved, a detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.



3<sup>rd</sup> Street looking west at Indiana Avenue

**Recommendation:** Staff recommends restricting turns on red at the signalized intersection of 3<sup>rd</sup> Street and Indiana Avenue as a first step to further improve the safety conditions at this location. Other considerations in signal timing and phasing, as well as changes to access drives, relocating the transit stop further east, and other improvements may be further evaluated. For informational purposes, data on traffic and pedestrians activity is also included.

If the Commission approves this request, it will be further evaluated by the City's Transportation and Traffic Engineer prior to City Council consideration.



City of Bloomington  
Engineering Department  
401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

Atwater/Henderson Project  
Weather: Sunny, 60's

File Name : E. 3rd St. and S. Indiana Ave.  
Site Code :  
Start Date : 4/7/2008  
Page No : 1

**Groups Printed- Cars, MC, PU - Semis, Buses - Bicycles**

Start Time	From North					E. 3rd Street From East					S. Indiana Avenue From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	2	2	17	70	0	7	94	0	19	6	1	26	0	0	0	1	1	123
07:15 AM	0	0	0	0	0	28	69	0	4	101	0	30	7	0	37	0	0	0	2	2	140
07:30 AM	0	0	0	5	5	39	106	0	7	152	0	39	13	1	53	0	0	0	1	1	211
07:45 AM	0	0	0	9	9	78	144	0	19	241	0	78	16	4	98	0	0	0	6	6	354
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>162</b>	<b>389</b>	<b>0</b>	<b>37</b>	<b>588</b>	<b>0</b>	<b>166</b>	<b>42</b>	<b>6</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>828</b>
08:00 AM	0	0	0	6	6	63	129	0	16	208	0	56	25	2	83	0	0	0	6	6	303
08:15 AM	0	0	0	4	4	51	133	0	25	209	0	47	14	1	62	0	0	0	8	8	283
08:30 AM	0	0	0	12	12	46	115	0	70	231	0	62	18	4	84	0	1	0	12	13	340
08:45 AM	0	0	0	7	7	66	142	0	31	239	0	61	18	5	84	0	0	0	6	6	336
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>226</b>	<b>519</b>	<b>0</b>	<b>142</b>	<b>887</b>	<b>0</b>	<b>226</b>	<b>75</b>	<b>12</b>	<b>313</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>33</b>	<b>1262</b>
09:00 AM	0	0	0	12	12	63	159	0	52	274	0	62	16	7	85	0	0	0	5	5	376
09:15 AM	0	0	0	15	15	61	116	0	40	217	0	62	17	4	83	0	0	0	5	5	320
09:30 AM	0	0	0	17	17	59	127	0	58	244	0	50	11	2	63	0	0	0	9	9	333
09:45 AM	0	0	0	20	20	54	135	0	31	220	0	34	16	5	55	0	0	0	14	14	309
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64</b>	<b>237</b>	<b>537</b>	<b>0</b>	<b>181</b>	<b>955</b>	<b>0</b>	<b>208</b>	<b>60</b>	<b>18</b>	<b>286</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>1338</b>
10:00 AM	0	0	0	6	6	64	155	0	25	244	0	31	13	2	46	0	0	0	9	9	305
10:15 AM	0	0	0	8	8	51	129	0	13	193	0	33	16	0	49	0	0	0	9	9	259
10:30 AM	0	0	0	7	7	51	111	0	34	196	0	44	21	0	65	0	0	0	6	6	274
10:45 AM	0	0	0	33	33	76	147	0	70	293	0	47	14	9	70	0	0	0	17	17	413
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>242</b>	<b>542</b>	<b>0</b>	<b>142</b>	<b>926</b>	<b>0</b>	<b>155</b>	<b>64</b>	<b>11</b>	<b>230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>1251</b>
11:00 AM	0	0	0	22	22	92	154	0	58	304	0	31	9	8	48	0	0	1	10	11	385
11:15 AM	0	0	0	5	5	64	112	0	17	193	0	19	8	2	29	0	0	0	5	5	232
11:30 AM	0	0	0	1	1	57	143	0	17	217	0	33	12	3	48	0	0	0	0	0	266
11:45 AM	0	0	0	20	20	64	139	0	31	234	0	35	11	4	50	0	0	0	8	8	312
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>48</b>	<b>277</b>	<b>548</b>	<b>0</b>	<b>123</b>	<b>948</b>	<b>0</b>	<b>118</b>	<b>40</b>	<b>17</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>24</b>	<b>1195</b>
12:00 PM	0	0	0	34	34	72	170	0	50	292	0	34	18	5	57	0	0	0	6	6	389
12:15 PM	0	0	0	26	26	61	160	0	30	251	0	44	13	2	59	0	0	0	7	7	343
12:30 PM	0	0	0	50	50	98	162	0	39	299	0	52	15	15	82	0	0	0	23	23	454
12:45 PM	0	0	0	22	22	90	184	0	52	326	0	46	20	5	71	0	0	0	12	12	431
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>132</b>	<b>321</b>	<b>676</b>	<b>0</b>	<b>171</b>	<b>1168</b>	<b>0</b>	<b>176</b>	<b>66</b>	<b>27</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>48</b>	<b>1617</b>
01:00 PM	0	0	0	22	22	81	151	0	47	279	0	43	15	1	59	0	0	0	7	7	367
01:15 PM	0	0	0	20	20	103	203	0	29	335	0	45	9	4	58	0	0	0	6	6	419
01:30 PM	0	0	0	21	21	75	184	0	18	277	0	41	19	7	67	1	0	0	3	4	369
01:45 PM	0	0	0	14	14	78	159	0	20	257	0	46	15	4	65	0	0	0	5	5	341
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>77</b>	<b>337</b>	<b>697</b>	<b>0</b>	<b>114</b>	<b>1148</b>	<b>0</b>	<b>175</b>	<b>58</b>	<b>16</b>	<b>249</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>22</b>	<b>1496</b>
02:00 PM	0	0	0	27	27	68	180	0	44	292	0	55	19	10	84	0	0	0	11	11	414
02:15 PM	0	0	0	29	29	88	191	0	41	320	0	38	23	5	66	0	0	1	16	17	432
02:30 PM	0	0	0	18	18	75	193	0	19	287	0	37	18	3	58	0	0	1	11	12	375
02:45 PM	0	1	0	19	20	79	151	0	20	250	0	37	11	3	51	0	0	0	15	15	336
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>94</b>	<b>310</b>	<b>715</b>	<b>0</b>	<b>124</b>	<b>1149</b>	<b>0</b>	<b>167</b>	<b>71</b>	<b>21</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>55</b>	<b>1557</b>
03:00 PM	0	1	0	14	15	68	182	0	26	276	0	54	17	1	72	0	0	0	5	5	368
03:15 PM	0	2	0	33	35	80	180	0	55	315	0	35	13	10	58	0	1	0	12	13	421
03:30 PM	0	0	0	31	31	80	196	0	46	322	0	40	10	7	57	0	0	0	17	17	427
03:45 PM	0	0	0	22	22	97	206	0	35	338	0	41	15	10	66	0	0	0	11	11	437
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>103</b>	<b>325</b>	<b>764</b>	<b>0</b>	<b>162</b>	<b>1251</b>	<b>0</b>	<b>170</b>	<b>55</b>	<b>28</b>	<b>253</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>46</b>	<b>1653</b>

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Atwater/Henderson Project  
 Weather: Sunny, 60's

File Name : E. 3rd St. and S. Indiana Ave.  
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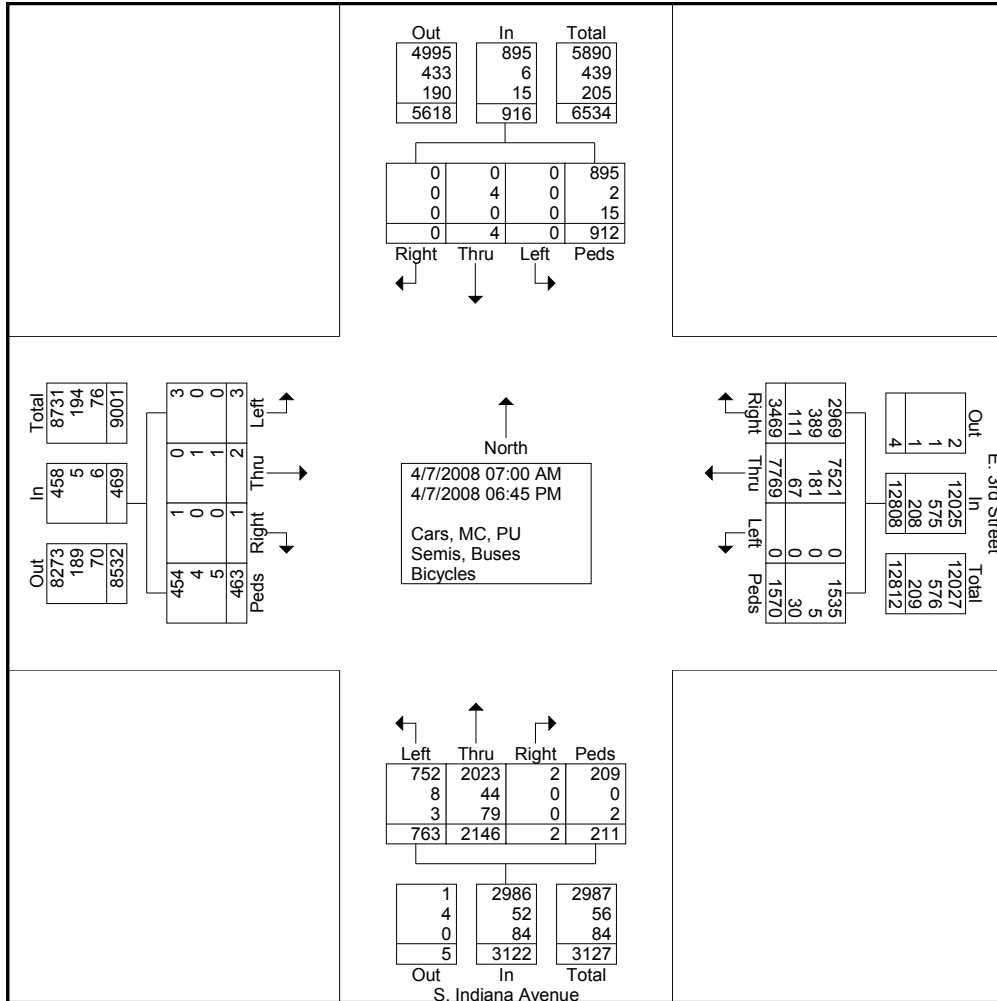
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Start Time	From North					E. 3rd Street From East					S. Indiana Avenue From South					From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
04:00 PM	0	0	0	11	11	79	211	0	16	306	0	43	21	3	67	0	0	0	9	9	9	393
04:15 PM	0	0	0	25	25	81	194	0	39	314	0	40	17	4	61	0	0	0	38	38	38	438
04:30 PM	0	0	0	20	20	97	200	0	16	313	0	43	17	0	60	0	0	0	22	22	22	415
04:45 PM	0	0	0	20	20	90	227	0	31	348	0	46	21	9	76	0	0	0	12	12	12	456
Total	0	0	0	76	76	347	832	0	102	1281	0	172	76	16	264	0	0	0	81	81	81	1702
05:00 PM	0	0	0	30	30	90	245	0	63	398	2	71	32	9	114	0	0	0	15	15	15	557
05:15 PM	0	0	0	33	33	98	272	0	48	418	0	59	23	7	89	0	0	0	4	4	4	544
05:30 PM	0	0	0	43	43	74	231	0	38	343	0	51	19	3	73	0	0	0	10	10	10	469
05:45 PM	0	0	0	24	24	92	203	0	16	311	0	48	20	7	75	0	0	0	12	12	12	422
Total	0	0	0	130	130	354	951	0	165	1470	2	229	94	26	351	0	0	0	41	41	41	1992
06:00 PM	0	0	0	20	20	95	166	0	27	288	0	39	21	6	66	0	0	0	16	16	16	390
06:15 PM	0	0	0	19	19	85	145	0	34	264	0	38	13	3	54	0	0	0	8	8	8	345
06:30 PM	0	0	0	32	32	85	160	0	35	280	0	69	19	4	92	0	0	0	6	6	6	410
06:45 PM	0	0	0	22	22	66	128	0	11	205	0	38	9	0	47	0	0	0	5	5	5	279
Total	0	0	0	93	93	331	599	0	107	1037	0	184	62	13	259	0	0	0	35	35	35	1424
Grand Total	0	4	0	912	916	3469	7769	0	1570	12808	2	2146	763	211	3122	1	2	3	463	469	469	17315
Apprch %	0	0.4	0	99.6		27.1	60.7	0	12.3		0.1	68.7	24.4	6.8		0.2	0.4	0.6	98.7			
Total %	0	0	0	5.3	5.3	20	44.9	0	9.1	74	0	12.4	4.4	1.2	18	0	0	0	2.7	2.7	2.7	
Cars, MC, PU	0	0	0	98.1	97.7	85.6	96.8	0	97.8	93.9	100	94.3	98.6	99.1	95.6	100	0	100	98.1	97.7	97.7	94.5
% Cars, MC, PU	0	0	0	98.1	97.7	85.6	96.8	0	97.8	93.9	100	94.3	98.6	99.1	95.6	100	0	100	98.1	97.7	97.7	94.5
Semis, Buses	0	4	0	2	6	389	181	0	5	575	0	44	8	0	52	0	1	0	4	5	5	638
% Semis, Buses	0	100	0	0.2	0.7	11.2	2.3	0	0.3	4.5	0	2.1	1	0	1.7	0	50	0	0.9	1.1	1.1	3.7
Bicycles	0	0	0	15	15	111	67	0	30	208	0	79	3	2	84	0	1	0	5	6	6	313
% Bicycles	0	0	0	1.6	1.6	3.2	0.9	0	1.9	1.6	0	3.7	0.4	0.9	2.7	0	50	0	1.1	1.3	1.3	1.8

City of Bloomington  
 Engineering Department  
 401 N. Morton St., Suite 130  
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 812-349-3417

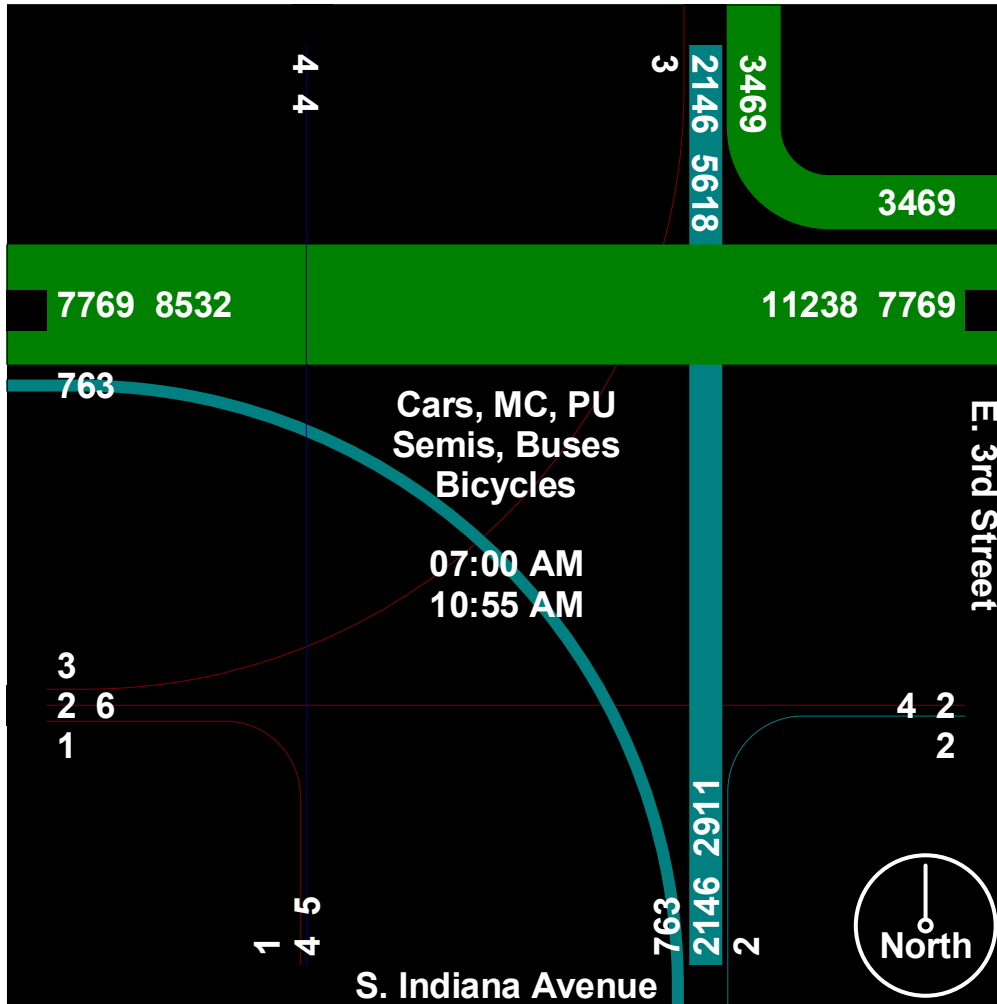
Atwater/Henderson Project  
 Weather: Sunny, 60's

File Name : E. 3rd St. and S. Indiana Ave.  
 Site Code :  
 Start Date : 4/7/2008  
 Page No : 3



Atwater/Henderson Project  
Weather: Sunny, 60's

File Name : E. 3rd St. and S. Indiana Ave.  
Site Code :  
Start Date : 4/7/2008  
Page No : 4





Scott Robinson <robinsos@bloomington.in.gov>

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## Fwd: Crossing Third Near the Law School

6 messages

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**Nate Nickel** <nickeln@bloomington.in.gov>

Wed, Jan 28, 2015 at 11:59 AM

To: Scott Robinson <robinsos@bloomington.in.gov>

Not sure if you were copied on this one or not - more input for E. 3rd and Indiana.

- Nate

----- Forwarded message -----

From: **Tanford, J. Alexander** [REDACTED]

Date: Wed, Jan 28, 2015 at 11:50 AM

Subject: RE: Crossing Third Near the Law School

To: "traffic.commission@bloomington.in.gov" <traffic.commission@bloomington.in.gov>

Cc: "nickeln@bloomington.in.gov" <nickeln@bloomington.in.gov>

To the traffic commission:

I understand from a colleague that the commission will consider making 3rd St. and Indiana Av. into a no-right-on-red intersection. I heartily endorse it. I have been teaching at the law school and crossing at the intersection for 35 years, and it is one of the most dangerous for pedestrians I have seen. I have witnessed hundreds of near-misses. The problem is getting worse and worse for several reasons: drivers are increasingly texting while driving through the intersection, there are more bus riders being dropped off or picked up at that corner, the Fess St. parking garage has increased foot traffic at the corner, the addition of the bicycle lane on 3rd Street has meant that right turn on red crosses a bike lane, and the number of foreign students driving but unfamiliar with American traffic customs is increasing.

Here is a typical scenario I see day after day. A campus bus coming west on 3rd St. stops in the right lane 30 feet before the intersection and lets off 20 students, who congregate on the northeast corner, along with one or two bicyclists. An apartment shuttle bus coming north on Indiana Av drops off 10 students who congregate on the southeast corner, and two of whom dash across the street to catch the campus bus. Meanwhile, impatient drivers who are caught behind either bus pull into the left lane, swing around the bus, and cut sharply in front to get back into the right lane. The drivers arrive at the intersection distracted and unable to see clearly in any direction because of the throngs of students (and staff at 5:00). The problem is exacerbated by three problems: at some times of the day, especially late afternoon, 1 in 3 drivers is texting, many appear to be foreign and unfamiliar with American driving rules, and some use right turn on red to angle across both lanes of traffic and enter the gas station on the northwest corner.

This is a dangerous intersection and I hope the traffic commission will think seriously about how to make it safer.

Alex Tanford

IU Maurer School of Law

[REDACTED]  
812.332.4924

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Nate Nickel  
Senior Long Range Planner  
City of Bloomington, Indiana  
Planning & Transportation Department  
ph: (812) 349-3423  
FAX: (812) 349-3520

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**Emily Avers** <averse@bloomington.in.gov> Wed, Jan 28, 2015 at 12:00 PM  
To: Scott Robinson <robinsos@bloomington.in.gov>, Carmen Lillard <lillardc@bloomington.in.gov>

----- Forwarded message -----

From: **Tanford, J. Alexander** [REDACTED]  
Date: Wed, Jan 28, 2015 at 11:50 AM  
Subject: [traffic.commission] RE: Crossing Third Near the Law School  
To: "traffic.commission@bloomington.in.gov" <traffic.commission@bloomington.in.gov>  
Cc: "nickeln@bloomington.in.gov" <nickeln@bloomington.in.gov>

To the traffic commission:

I understand from a colleague that the commission will consider making 3rd St. and Indiana Av. into a no-right-on-red intersection. I heartily endorse it. I have been teaching at the law school and crossing at the intersection for 35 years, and it is one of the most dangerous for pedestrians I have seen. I have witnessed hundreds of near-misses. The problem is getting worse and worse for several reasons: drivers are increasingly texting while driving through the intersection, there are more bus riders being dropped off or picked up at that corner, the Fess St. parking garage has increased foot traffic at the corner, the addition of the bicycle lane on 3rd Street has meant that right turn on red crosses a bike lane, and the number of foreign students driving but unfamiliar with American traffic customs is increasing.

Here is a typical scenario I see day after day. A campus bus coming west on 3rd St. stops in the right lane 30 feet before the intersection and lets off 20 students, who congregate on the northeast corner, along with one or two bicyclists. An apartment shuttle bus coming north on Indiana Av drops off 10 students who congregate on the southeast corner, and two of whom dash across the street to catch the campus bus. Meanwhile, impatient drivers who are caught behind either bus pull into the left lane, swing around the bus, and cut sharply in front to get back into the right lane. The drivers arrive at the intersection distracted and unable to see clearly in any direction because of the throngs of students (and staff at 5:00). The problem is exacerbated by three problems: at some

times of the day, especially late afternoon, 1 in 3 drivers is texting, many appear to be foreign and unfamiliar with American driving rules, and some use right turn on red to angle across both lanes of traffic and enter the gas station on the northwest corner.

This is a dangerous intersection and I hope the traffic commission will think seriously about how to make it safer.

Alex Tanford

IU Maurer School of Law

[REDACTED]

812.332.4924

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Emily Avers  
Planning Assistant  
City of Bloomington Planning and Transportation Dept.  
PO Box 100 / Showers Center City Hall / 401 N. Morton Street, Ste 130 / Bloomington, IN 47402  
p: [812.349.3423](tel:812.349.3423) / fax: [812.349.3520](tel:812.349.3520) / e: [averse@bloomington.in.gov](mailto:averse@bloomington.in.gov)

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**Nate Nickel** <[nickeln@bloomington.in.gov](mailto:nickeln@bloomington.in.gov)>

Wed, Jan 28, 2015 at 2:15 PM

To: "Tanford, J. Alexander" [REDACTED]

Bcc: [robinsos@bloomington.in.gov](mailto:robinsos@bloomington.in.gov)

Dear Alex,

The traffic inquiry that you submitted regarding a potential right turn restriction at E. 3rd Street and Indiana Avenue will be heard by the Traffic Commission. This meeting is scheduled for tonight (1/28) at 5:30 PM, in the Council Chambers at City Hall. You're welcome to attend the meeting, during which time there will be a public comment period available to discuss this request in greater detail with the Traffic Commission.

Best Regards,

Nate Nickel

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Nate Nickel  
Senior Long Range Planner  
City of Bloomington, Indiana  
Planning & Transportation Department  
ph: (812) 349-3423  
FAX: (812) 349-3520

On Wed, Jan 28, 2015 at 11:50 AM, Tanford, J. Alexander <[tanford@indiana.edu](mailto:tanford@indiana.edu)> wrote:



Scott Robinson <robinsos@bloomington.in.gov>

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## Fwd: Crossing Third Near the Law School

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Nate Nickel <nickeln@bloomington.in.gov>

Thu, Jan 29, 2015 at 11:04 AM

To: "Hughes, Sarah Jane" [REDACTED] >

Cc: Scott Robinson <robinsos@bloomington.in.gov>

Dear Ms. Hughes,

Thank you for your input regarding a right-turn restriction at the E. 3rd Street and Indiana Avenue intersection. At last night's meeting, the Traffic Commission approved a motion to formally consider this request at a future meeting. Your letter will be included in the Traffic Commission's meeting packet for their review.

Best regards,

Nate Nickel

--

Nate Nickel  
Senior Long Range Planner  
City of Bloomington, Indiana  
Planning & Transportation Department  
ph: (812) 349-3423  
FAX: (812) 349-3520

Nate Nickel

On Wed, Jan 28, 2015 at 6:04 PM, Hughes, Sarah Jane [REDACTED] wrote:

Dear Mr. Nickel,

I support the addition of a no-right-turn-except-on-green-light sign at the corner of Third Street and South Indiana Avenue in the westbound direction. This addition would protect the large numbers of pedestrians who need to cross at that corner on a daily basis in the westbound and southbound directions.

I have been hit while standing on that corner by a passing motorist whose car brushed me, knocking my cell phone out of my hand and crushing it. The car did not stop to see if I was injured in any other way. I assume the motorist did not know he had hit my hand.

I have seen cars pull to the left/middle of the westbound traffic and then right turn down Indiana Avenue in front of a stopped bus, narrowly missing pedestrians who were crossing on the walk signal legally in the southbound direction.

I have seen recently a car make a free right turn and nearly hit an older colleague.

We are fortunate that there have not been more accidents involving pedestrians at the corner mentioned in this letter. Please do whatever to help us cross safely.

Please include this note in the record of this proceeding.

Sincerely,



Sarah Jane Hughes  
1305 S. Brooks Drive  
Bloomington  
47401

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Scott Robinson <robinsos@bloomington.in.gov>

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**Re: No free right at Indiana and Third!**

1 message

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**Nate Nickel** <nickeln@bloomington.in.gov>

Thu, Jan 29, 2015 at 10:58 AM

To: [REDACTED]

Cc: Scott Robinson <robinsos@bloomington.in.gov>

Mr. Barnes,

Thank you for your input regarding a right-turn restriction at the E. 3rd Street and Indiana Avenue intersection. At last night's meeting, the Traffic Commission approved a motion to formally consider this request at a future meeting. Your letter will be included in the Traffic Commission's meeting packet for their review.

Best regards,

Nate Nickel

--

Nate Nickel  
Senior Long Range Planner  
City of Bloomington, Indiana  
Planning & Transportation Department  
ph: (812) 349-3423  
FAX: (812) 349-3520

On Wed, Jan 28, 2015 at 7:02 PM, Barnes, A James <> wrote:

I support the addition of a no-right-turn-on red-light sign at the corner of Third Street and South Indiana Avenue in the westbound direction. This addition would protect the large numbers of pedestrians who need to cross at that corner on a daily basis in the westbound and southbound directions.

On numerous occasions when I was waiting at the NE corner for the light to change, it has changed and as I either stepped into the crosswalk--or was about to, when a car, usually an SUV, cruised through the red light without bothering to stop--or making an eye contact with me entering the crosswalk. Sometimes I had to jump back on the curb and/or have been brushed by the car. And waiting to make sure the cars have stopped at the light before starting to cross only seems to encourage the drivers to ignore the red light and drive around the corner.

My wife has been bumped while standing on that corner by a passing motorist whose car brushed her, knocking her cell phone out of her hand and crushing it. The car did not stop to see if my wife was injured in any other way. We do not know whether the motorist did not know he had hit her hand--or wanted to pretend he had not.

I have seen cars pull to the left/middle of the westbound traffic and then right turn down Indiana Avenue in front of a stopped bus, narrowly missing pedestrians who were crossing on the walk signal legally in the southbound direction.

I have seen recently a car make a free right turn and nearly hit an older colleague.

We are fortunate that there have not been more accidents involving pedestrians at the corner mentioned in this letter. Please do whatever to help us cross safely.

This would be a great place for a camera that would record those running the red light and/or not according pedestrians legally in the crosswalk a chance to cross the street before they right turn around the corner.

Please include this note in the record of this proceeding.

Sincerely,

A James Barnes  
1305 S. Brooks Drive  
Bloomington  
47401



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**MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: February 25, 2015  
Re: Traffic Inquiries

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**Background**

The Planning and Transportation Department has received several Traffic Inquiries from the public, which are outlined below. The nature of Traffic Inquiries vary, but are within the purview of the Traffic Commission. The intent of Traffic Inquiries 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 Traffic Inquiries 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 and site photos are also 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**

- E. 6<sup>th</sup> Street and N. Washington Street – convert intersection to 4-way stop
- E. 3<sup>rd</sup> Street and S. Union Street/S. Rose Avenue – left turn restrictions
- E. Hunter Avenue and S. Fess Avenue – convert intersection to 4-way stop

**Recommendations**

Staff requests that the Traffic Commission identify those Traffic Inquiries that will need further analysis before a future case can be heard. Specific types of information, as well as possible solutions to consider, are also requested by staff.





E. 6th Street looking southbound towards N. Washington Street (~30 feet).



E. 6<sup>th</sup> Street looking northbound towards N. Washington Street.



N. Washington Street looking south at E. 6th Street (~30 feet).



N. Washington Street looking south towards E. 6th Street (~30 feet).



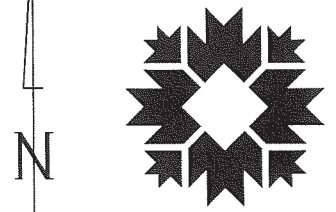
E. 3rd Street and S. Union Street/S. Rose Avenue - left turn restrictions

By: nickeln  
11 Feb 15



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation



Scale: 1" = 150'





E. 3rd Street looking eastbound at S. Rose Avenue (~30 feet).



E. 3rd Street looking westbound at intersection with S. Rose Avenue (vehicle turning left onto Rose Ave.)



S. Rose Avenue looking south towards intersection with E. 3rd Street (~20 feet).



E. 3rd Street looking eastbound at the intersection with S. Union Street (~30 feet).



S. Union Street looking southbound towards E. 3rd Street (~30 feet).

# City of Bloomington

Planning and Transportation Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

Intersection Study

File Name : E. 3rd St. and N. Rose Ave. 7-9 AM  
Site Code : 00000000  
Start Date : 12/11/2014  
Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

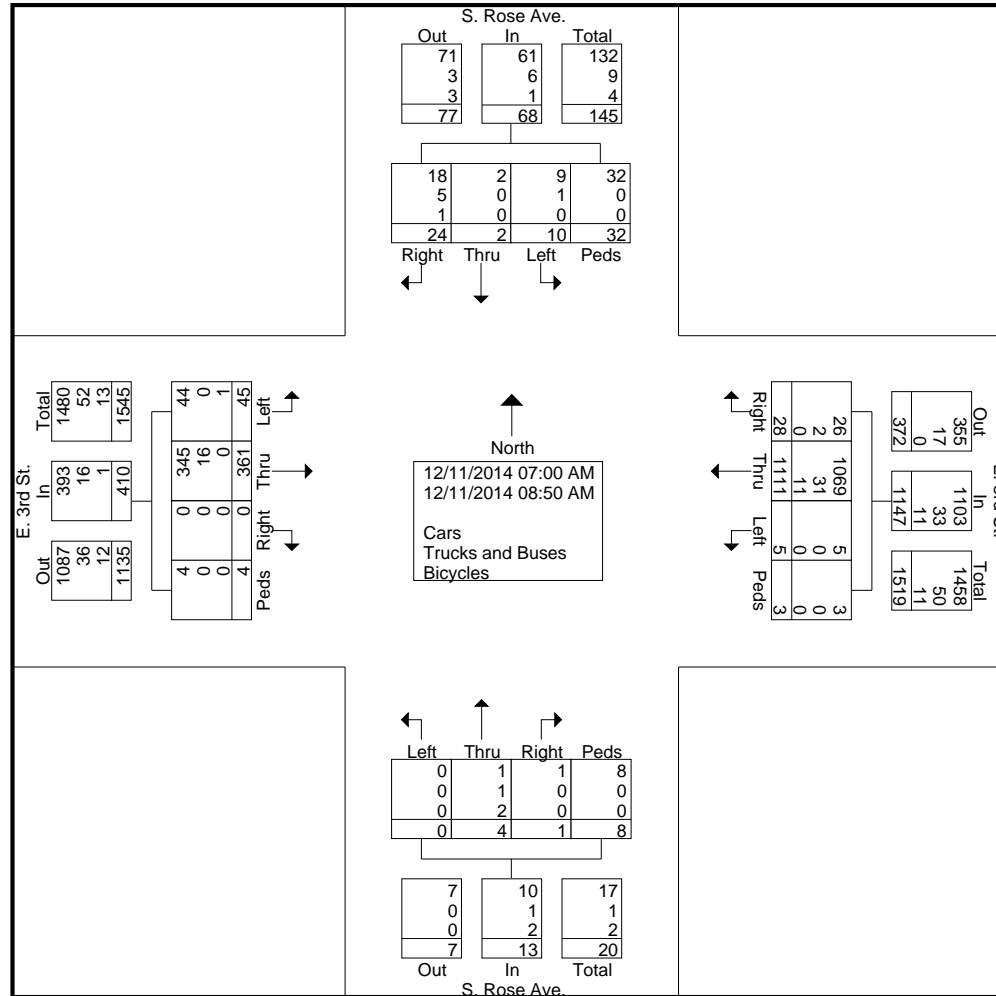
Start Time	S. Rose Ave. From North					E. 3rd St. From East					S. Rose Ave. From South					E. 3rd St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	2	0	2	1	24	0	0	25	0	0	0	1	1	0	9	1	0	10	38
07:05 AM	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	0	6	1	0	7	34
07:10 AM	1	0	0	1	2	1	36	0	0	37	0	0	0	0	0	0	11	2	0	13	52
07:15 AM	0	0	1	0	1	0	30	0	0	30	0	0	0	0	0	0	9	1	0	10	41
07:20 AM	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	0	14	0	0	14	46
07:25 AM	0	0	0	1	1	1	40	0	0	41	0	0	0	0	0	0	7	1	0	8	50
07:30 AM	1	0	0	3	4	0	47	0	0	47	0	0	0	0	0	0	14	0	0	14	65
07:35 AM	2	0	0	6	8	1	52	0	1	54	0	0	0	0	0	0	13	0	0	13	75
07:40 AM	1	0	0	0	1	2	61	1	0	64	0	0	0	1	1	0	21	2	0	23	89
07:45 AM	2	0	0	0	2	1	67	0	0	68	0	0	0	0	0	0	11	1	1	13	83
07:50 AM	2	0	0	2	4	2	54	0	0	56	0	0	0	0	0	0	22	2	1	25	85
07:55 AM	1	0	1	0	2	2	49	0	0	51	0	0	0	0	0	0	24	2	0	26	79
<b>Total</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>28</b>	<b>13</b>	<b>516</b>	<b>1</b>	<b>1</b>	<b>531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>161</b>	<b>13</b>	<b>2</b>	<b>176</b>	<b>737</b>
08:00 AM	3	0	1	0	4	2	43	1	0	46	0	0	0	0	0	0	21	3	0	24	74
08:05 AM	1	0	0	1	2	1	43	1	0	45	0	0	0	0	0	0	17	2	0	19	66
08:10 AM	0	0	0	0	0	1	52	0	0	53	0	0	0	0	0	0	14	3	0	17	70
08:15 AM	0	0	0	1	1	0	48	0	0	48	0	2	0	0	2	0	12	2	0	14	65
08:20 AM	1	0	0	0	1	1	49	0	0	50	0	0	0	1	1	0	22	6	0	28	80
08:25 AM	1	0	2	1	4	2	71	0	0	73	0	0	0	1	1	0	15	1	1	17	95
08:30 AM	1	0	1	7	9	2	62	1	0	65	0	0	0	1	1	0	18	2	0	20	95
08:35 AM	2	0	0	1	3	0	44	0	1	45	0	1	0	1	2	0	14	2	0	16	66
08:40 AM	1	0	0	1	2	3	69	0	1	73	0	1	0	1	2	0	17	2	0	19	96
08:45 AM	3	2	1	3	9	3	47	1	0	51	1	0	0	1	2	0	27	3	1	31	93
08:50 AM	1	0	0	4	5	0	67	0	0	67	0	0	0	0	0	0	23	6	0	29	101
<b>Grand Total</b>	<b>24</b>	<b>2</b>	<b>10</b>	<b>32</b>	<b>68</b>	<b>28</b>	<b>1111</b>	<b>5</b>	<b>3</b>	<b>1147</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>361</b>	<b>45</b>	<b>4</b>	<b>410</b>	<b>1638</b>
Apprch %	35.3	2.9	14.7	47.1		2.4	96.9	0.4	0.3		7.7	30.8	0	61.5		0	88	11	1		
Total %	1.5	0.1	0.6	2	4.2	1.7	67.8	0.3	0.2	70	0.1	0.2	0	0.5	0.8	0	22	2.7	0.2	25	
<b>Cars</b>	<b>18</b>	<b>2</b>	<b>9</b>	<b>32</b>	<b>61</b>	<b>26</b>	<b>1069</b>	<b>5</b>	<b>3</b>	<b>1103</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>345</b>	<b>44</b>	<b>4</b>	<b>393</b>	<b>1567</b>
% Cars	75	100	90	100	89.7	92.9	96.2	100	100	96.2	100	25	0	100	76.9	0	95.6	97.8	100	95.9	95.7
<b>Trucks and Buses</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>
% Trucks and Buses	20.8	0	10	0	8.8	7.1	2.8	0	0	2.9	0	25	0	0	7.7	0	4.4	0	0	3.9	3.4
<b>Bicycles</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>
% Bicycles	4.2	0	0	0	1.5	0	1	0	0	1	0	50	0	0	15.4	0	0	2.2	0	0.2	0.9

# City of Bloomington

Planning and Transportation Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Intersection Study

File Name : E. 3rd St. and N. Rose Ave. 7-9 AM  
 Site Code : 00000000  
 Start Date : 12/11/2014  
 Page No : 2

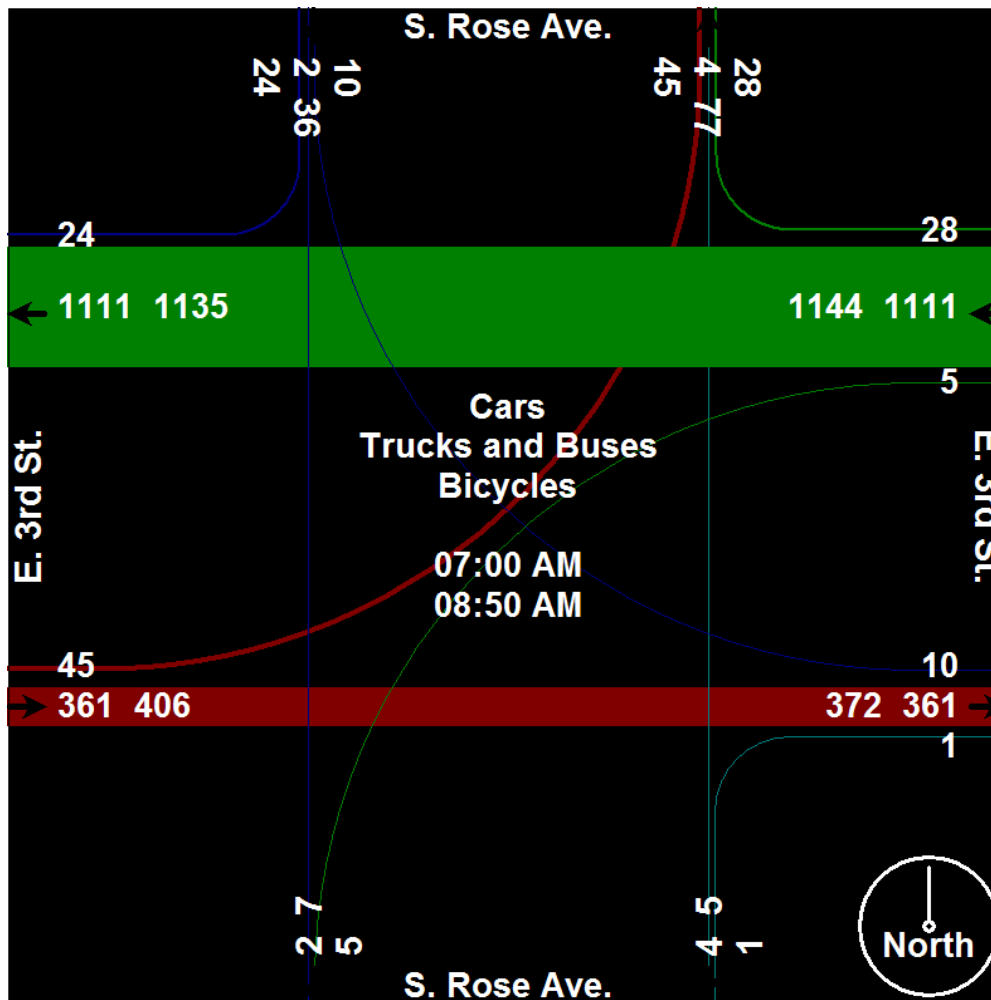


# City of Bloomington

Planning and Transportation Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

Intersection Study

File Name : E. 3rd St. and N. Rose Ave. 7-9 AM  
Site Code : 00000000  
Start Date : 12/11/2014  
Page No : 3



# City of Bloomington

Planning and Transportation Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

Intersection Improvements

File Name : E. 3rd St. and N. Rose Ave. 4-6 PM  
Site Code : 00000000  
Start Date : 12/11/2014  
Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

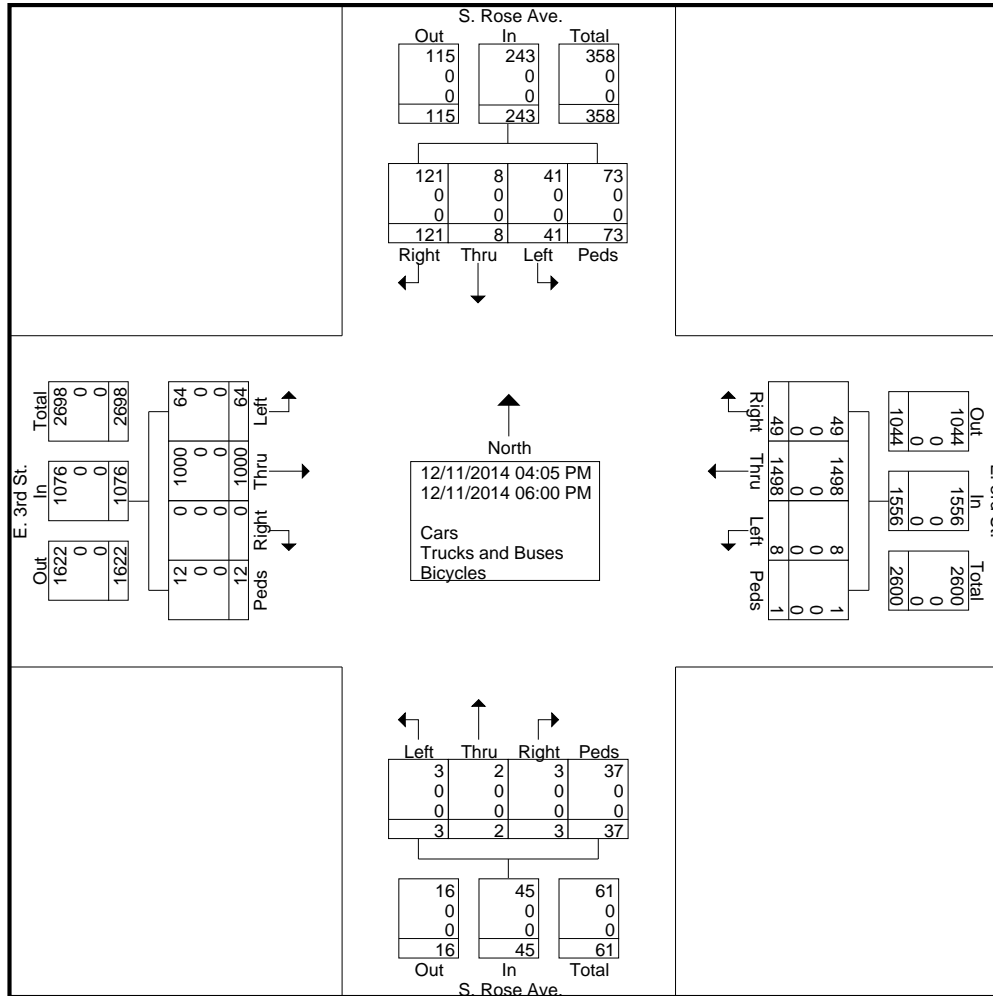
Start Time	S. Rose Ave. From North					E. 3rd St. From East					S. Rose Ave. From South					E. 3rd St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:05 PM	7	0	4	5	16	2	64	0	0	66	0	0	0	1	1	0	42	0	1	43	126
04:10 PM	3	0	2	9	14	1	54	1	0	56	0	0	0	0	0	0	39	1	1	41	111
04:15 PM	6	0	3	5	14	3	59	0	0	62	0	0	0	2	2	0	46	5	1	52	130
04:20 PM	3	0	3	1	7	3	67	0	0	70	0	0	0	0	0	0	43	1	1	45	122
04:25 PM	6	0	2	1	9	4	55	0	0	59	0	0	0	0	0	0	23	1	1	25	93
04:30 PM	4	0	1	5	10	1	62	0	0	63	0	1	0	3	4	0	37	1	1	39	116
04:35 PM	2	0	1	1	4	2	45	0	0	47	0	0	1	1	2	0	47	2	1	50	103
04:40 PM	2	0	1	5	8	1	60	0	0	61	0	0	1	1	2	0	39	5	2	46	117
04:45 PM	5	0	1	1	7	1	47	0	0	48	0	0	0	1	1	0	47	2	1	50	106
04:50 PM	2	0	2	6	10	1	64	2	0	67	0	0	1	2	3	0	41	1	0	42	122
04:55 PM	4	0	0	2	6	2	65	1	0	68	0	0	0	1	1	0	56	1	0	57	132
<b>Total</b>	<b>44</b>	<b>0</b>	<b>20</b>	<b>41</b>	<b>105</b>	<b>21</b>	<b>642</b>	<b>4</b>	<b>0</b>	<b>667</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>16</b>	<b>0</b>	<b>460</b>	<b>20</b>	<b>10</b>	<b>490</b>	<b>1278</b>
05:00 PM	7	1	0	3	11	1	49	1	0	51	0	0	0	1	1	0	33	2	0	35	98
05:05 PM	7	1	3	3	14	1	60	1	0	62	0	0	0	2	2	0	32	3	1	36	114
05:10 PM	1	0	0	3	4	2	66	0	0	68	1	0	0	6	7	0	57	2	0	59	138
05:15 PM	7	1	2	1	11	1	59	1	1	62	0	0	0	1	1	0	51	3	0	54	128
05:20 PM	4	1	2	2	9	2	78	0	0	80	0	0	0	1	1	0	39	6	0	45	135
05:25 PM	10	0	3	5	18	4	62	0	0	66	1	0	0	3	4	0	44	8	0	52	140
05:30 PM	11	2	0	1	14	2	72	0	0	74	0	0	0	1	1	0	35	2	0	37	126
05:35 PM	4	1	1	2	8	2	70	0	0	72	0	0	0	2	2	0	41	5	0	46	128
05:40 PM	5	1	1	3	10	7	67	0	0	74	0	0	0	3	3	0	42	4	1	47	134
05:45 PM	4	0	4	6	14	4	73	0	0	77	0	0	0	0	0	0	46	4	0	50	141
05:50 PM	8	0	4	2	14	0	68	0	0	68	0	0	0	1	1	0	42	3	0	45	128
05:55 PM	6	0	1	1	8	1	71	1	0	73	1	0	0	2	3	0	39	1	0	40	124
<b>Total</b>	<b>74</b>	<b>8</b>	<b>21</b>	<b>32</b>	<b>135</b>	<b>27</b>	<b>795</b>	<b>4</b>	<b>1</b>	<b>827</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>26</b>	<b>0</b>	<b>501</b>	<b>43</b>	<b>2</b>	<b>546</b>	<b>1534</b>
06:00 PM	3	0	0	0	3	1	61	0	0	62	0	1	0	2	3	0	39	1	0	40	108
<b>Grand Total</b>	<b>121</b>	<b>8</b>	<b>41</b>	<b>73</b>	<b>243</b>	<b>49</b>	<b>1498</b>	<b>8</b>	<b>1</b>	<b>1556</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>45</b>	<b>0</b>	<b>1000</b>	<b>64</b>	<b>12</b>	<b>1076</b>	<b>2920</b>
<b>Apprch %</b>	<b>49.8</b>	<b>3.3</b>	<b>16.9</b>	<b>30</b>		<b>3.1</b>	<b>96.3</b>	<b>0.5</b>	<b>0.1</b>		<b>6.7</b>	<b>4.4</b>	<b>6.7</b>	<b>82.2</b>		<b>0</b>	<b>92.9</b>	<b>5.9</b>	<b>1.1</b>		
<b>Total %</b>	<b>4.1</b>	<b>0.3</b>	<b>1.4</b>	<b>2.5</b>	<b>8.3</b>	<b>1.7</b>	<b>51.3</b>	<b>0.3</b>	<b>0</b>	<b>53.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>1.3</b>	<b>1.5</b>	<b>0</b>	<b>34.2</b>	<b>2.2</b>	<b>0.4</b>	<b>36.8</b>	
<b>Cars</b>	<b>121</b>	<b>8</b>	<b>41</b>	<b>73</b>	<b>243</b>	<b>49</b>	<b>1498</b>	<b>8</b>	<b>1</b>	<b>1556</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>45</b>	<b>0</b>	<b>1000</b>	<b>64</b>	<b>12</b>	<b>1076</b>	<b>2920</b>
<b>% Cars</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Trucks and Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Trucks and Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Bicycles</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Bicycles</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# City of Bloomington

Planning and Transportation Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Intersection Improvements

File Name : E. 3rd St. and N. Rose Ave. 4-6 PM  
 Site Code : 00000000  
 Start Date : 12/11/2014  
 Page No : 2



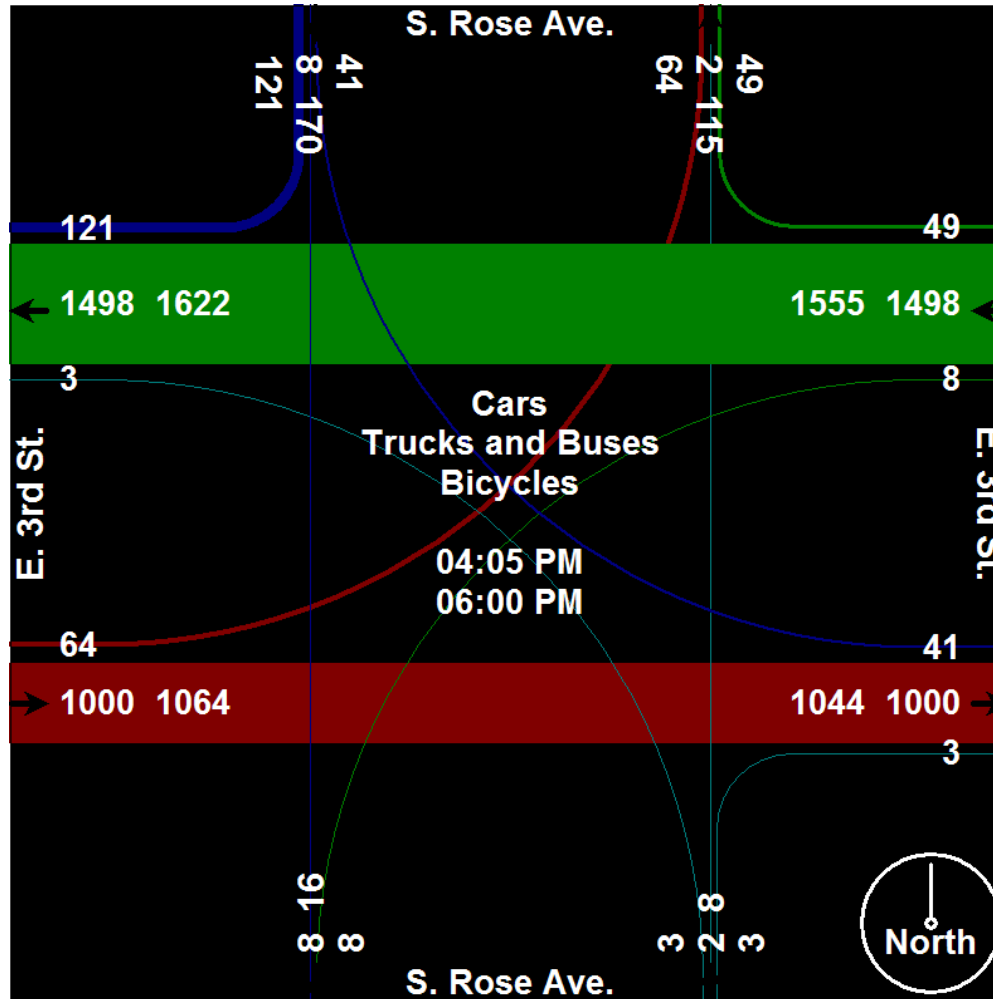


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Planning and Transportation Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

Intersection Improvements

File Name : E. 3rd St. and N. Rose Ave. 4-6 PM  
Site Code : 00000000  
Start Date : 12/11/2014  
Page No : 3



# City of Bloomington

Planning and Transportation Department  
401 N. Morton St., Suite 130  
*Bloomington, IN 47404*

Intersection Study

File Name : E. 3rd St. and S. Union St. 7-9 AM  
Site Code : 00000000  
Start Date : 12/11/2014  
Page No : 1

Groups Printed- Cars - Trucks and Buses - Bicycles

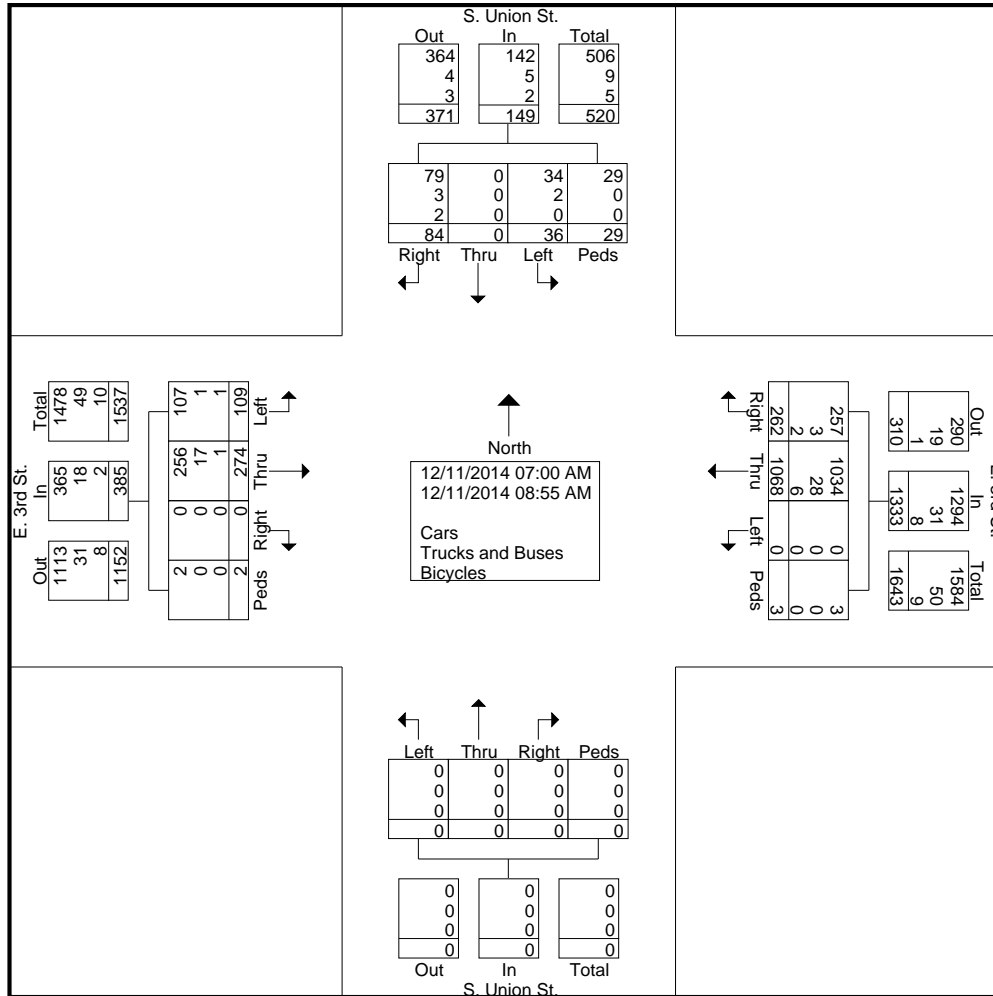
Start Time	S. Union St. From North					E. 3rd St. From East					S. Union St. From South					E. 3rd St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	1	0	2	2	21	0	0	23	0	0	0	0	0	0	4	1	0	5	30
07:05 AM	1	0	0	0	1	1	19	0	0	20	0	0	0	0	0	0	5	2	0	7	28
07:10 AM	2	0	1	0	3	5	25	0	0	30	0	0	0	0	0	0	7	3	0	10	43
07:15 AM	1	0	3	1	5	3	33	0	0	36	0	0	0	0	0	0	7	2	0	9	50
07:20 AM	1	0	2	0	3	7	41	0	0	48	0	0	0	0	0	0	8	3	0	11	62
07:25 AM	1	0	2	0	3	7	22	0	0	29	0	0	0	0	0	0	12	4	0	16	48
07:30 AM	3	0	2	2	7	6	36	0	0	42	0	0	0	0	0	0	4	2	0	6	55
07:35 AM	3	0	0	1	4	10	46	0	0	56	0	0	0	0	0	0	8	7	0	15	75
07:40 AM	3	0	1	3	7	10	46	0	0	56	0	0	0	0	0	0	12	4	0	16	79
07:45 AM	4	0	1	4	9	18	59	0	0	77	0	0	0	0	0	0	9	7	0	16	102
07:50 AM	7	0	2	3	12	16	65	0	0	81	0	0	0	0	0	0	8	3	0	11	104
07:55 AM	4	0	2	1	7	13	44	0	1	58	0	0	0	0	0	0	16	10	0	26	91
<b>Total</b>	<b>31</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>63</b>	<b>98</b>	<b>457</b>	<b>0</b>	<b>1</b>	<b>556</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>48</b>	<b>0</b>	<b>148</b>	<b>767</b>
08:00 AM	2	0	0	1	3	17	47	0	0	64	0	0	0	0	0	0	17	9	0	26	93
08:05 AM	7	0	3	0	10	10	44	0	0	54	0	0	0	0	0	0	16	5	0	21	85
08:10 AM	7	0	0	0	7	14	38	0	0	52	0	0	0	0	0	0	10	6	0	16	75
08:15 AM	3	0	1	0	4	17	42	0	0	59	0	0	0	0	0	0	12	2	0	14	77
08:20 AM	2	0	0	1	3	11	54	0	0	65	0	0	0	0	0	0	9	6	0	15	83
08:25 AM	6	0	0	1	7	13	43	0	0	56	0	0	0	0	0	0	13	9	0	22	85
08:30 AM	4	0	2	0	6	15	68	0	0	83	0	0	0	0	0	0	11	2	0	13	102
08:35 AM	4	0	2	3	9	16	61	0	0	77	0	0	0	0	0	0	14	5	0	19	105
08:40 AM	6	0	3	1	10	8	52	0	0	60	0	0	0	0	0	0	11	6	1	18	88
08:45 AM	1	0	3	0	4	15	54	0	0	69	0	0	0	0	0	0	11	3	0	14	87
08:50 AM	6	0	2	3	11	19	45	0	1	65	0	0	0	0	0	0	24	2	1	27	103
08:55 AM	5	0	3	4	12	9	63	0	1	73	0	0	0	0	0	0	26	6	0	32	117
<b>Total</b>	<b>53</b>	<b>0</b>	<b>19</b>	<b>14</b>	<b>86</b>	<b>164</b>	<b>611</b>	<b>0</b>	<b>2</b>	<b>777</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>61</b>	<b>2</b>	<b>237</b>	<b>1100</b>
<b>Grand Total</b>	<b>84</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>149</b>	<b>262</b>	<b>1068</b>	<b>0</b>	<b>3</b>	<b>1333</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>109</b>	<b>2</b>	<b>385</b>	<b>1867</b>
<b>Apprch %</b>	<b>56.4</b>	<b>0</b>	<b>24.2</b>	<b>19.5</b>		<b>19.7</b>	<b>80.1</b>	<b>0</b>	<b>0.2</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>71.2</b>	<b>28.3</b>	<b>0.5</b>		
<b>Total %</b>	<b>4.5</b>	<b>0</b>	<b>1.9</b>	<b>1.6</b>	<b>8</b>	<b>14</b>	<b>57.2</b>	<b>0</b>	<b>0.2</b>	<b>71.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>5.8</b>	<b>0.1</b>	<b>20.6</b>	
<b>Cars</b>	<b>79</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>142</b>	<b>257</b>	<b>1034</b>	<b>0</b>	<b>3</b>	<b>1294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>256</b>	<b>107</b>	<b>2</b>	<b>365</b>	<b>1801</b>
<b>% Cars</b>	<b>94</b>	<b>0</b>	<b>94.4</b>	<b>100</b>	<b>95.3</b>	<b>98.1</b>	<b>96.8</b>	<b>0</b>	<b>100</b>	<b>97.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93.4</b>	<b>98.2</b>	<b>100</b>	<b>94.8</b>	<b>96.5</b>
<b>Trucks and Buses</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>54</b>
<b>% Trucks and Buses</b>	<b>3.6</b>	<b>0</b>	<b>5.6</b>	<b>0</b>	<b>3.4</b>	<b>1.1</b>	<b>2.6</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>0.9</b>	<b>0</b>	<b>4.7</b>	<b>2.9</b>
<b>Bicycles</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>
<b>% Bicycles</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>0.8</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0.9</b>	<b>0</b>	<b>0.5</b>	<b>0.6</b>

# City of Bloomington

Planning and Transportation Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Intersection Study

File Name : E. 3rd St. and S. Union St. 7-9 AM  
 Site Code : 00000000  
 Start Date : 12/11/2014  
 Page No : 2

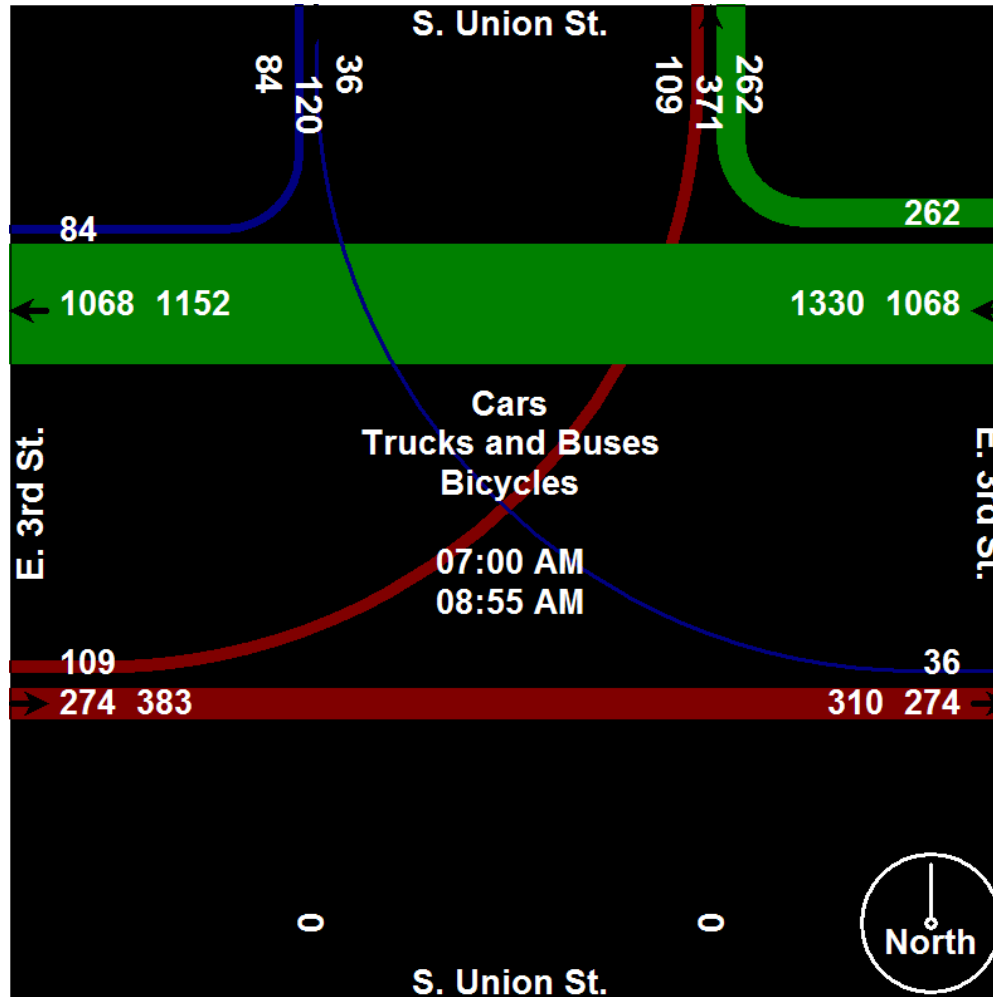


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Intersection Study

File Name : E. 3rd St. and S. Union St. 7-9 AM  
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# City of Bloomington

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Intersection Study

File Name : E. 3rd St. and S. Union St. 4-6 PM  
Site Code : 00000000  
Start Date : 12/11/2014  
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Groups Printed- Cars - Trucks and Buses - Bicycles

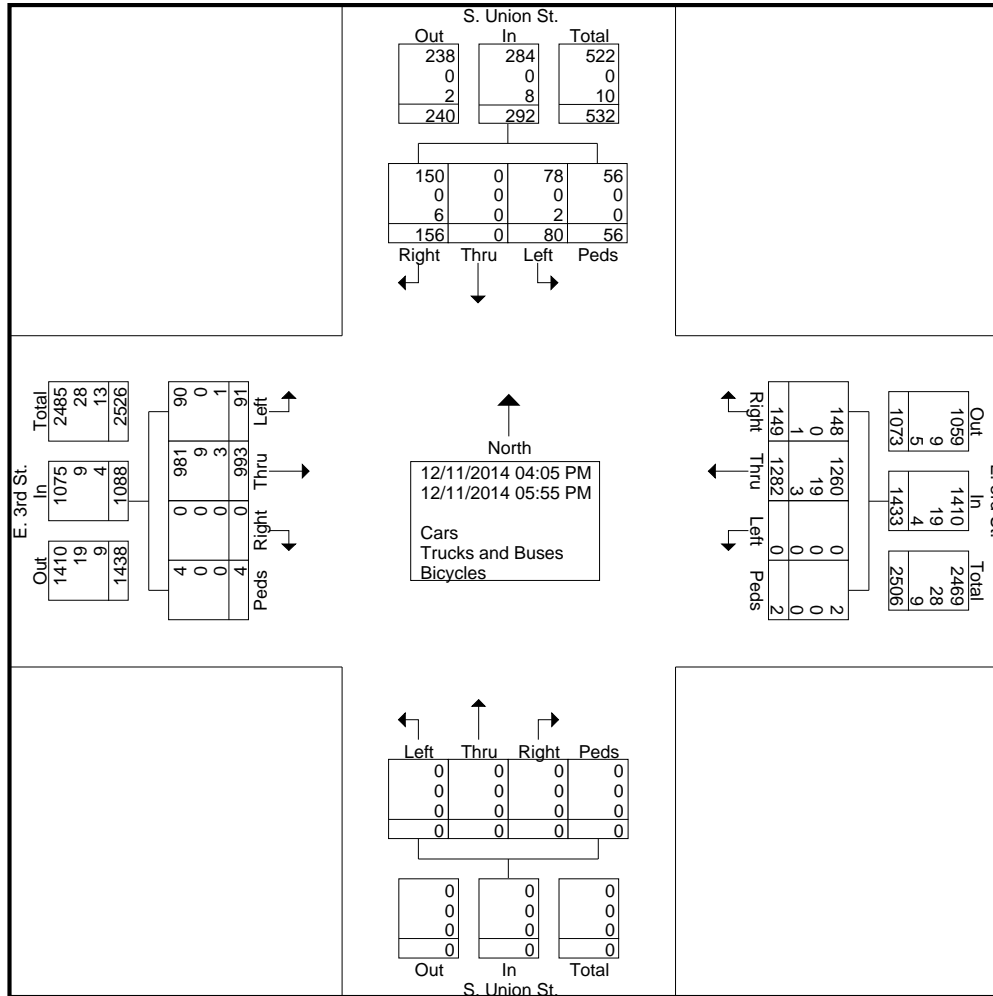
Start Time	S. Union St. From North					E. 3rd St. From East					S. Union St. From South					E. 3rd St. From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:05 PM	8	0	5	5	18	3	54	0	0	57	0	0	0	0	0	0	47	2	0	49	124
04:10 PM	9	0	3	1	13	4	45	0	0	49	0	0	0	0	0	0	52	5	0	57	119
04:15 PM	5	0	2	2	9	2	68	0	0	70	0	0	0	0	0	0	57	2	0	59	138
04:20 PM	5	0	7	0	12	8	44	0	0	52	0	0	0	0	0	0	48	6	0	54	118
04:25 PM	8	0	4	0	12	6	50	0	0	56	0	0	0	0	0	0	27	1	0	28	96
04:30 PM	7	0	1	1	9	3	48	0	0	51	0	0	0	0	0	0	36	8	1	45	105
04:35 PM	3	0	2	3	8	4	55	0	0	59	0	0	0	0	0	0	36	4	0	40	107
04:40 PM	3	0	3	3	9	4	49	0	0	53	0	0	0	0	0	0	47	2	0	49	111
04:45 PM	4	0	6	9	19	7	45	0	0	52	0	0	0	0	0	0	40	3	3	46	117
04:50 PM	7	0	4	7	18	7	58	0	0	65	0	0	0	0	0	0	52	1	0	53	136
04:55 PM	5	0	2	4	11	9	47	0	0	56	0	0	0	0	0	0	52	6	0	58	125
<b>Total</b>	<b>64</b>	<b>0</b>	<b>39</b>	<b>35</b>	<b>138</b>	<b>57</b>	<b>563</b>	<b>0</b>	<b>0</b>	<b>620</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>40</b>	<b>4</b>	<b>538</b>	<b>1296</b>
05:00 PM	2	0	7	0	9	4	62	0	0	66	0	0	0	0	0	0	27	5	0	32	107
05:05 PM	7	0	7	1	15	5	60	0	0	65	0	0	0	0	0	0	43	4	0	47	127
05:10 PM	9	0	5	0	14	9	47	0	0	56	0	0	0	0	0	0	48	4	0	52	122
05:15 PM	7	0	1	2	10	7	69	0	0	76	0	0	0	0	0	0	43	8	0	51	137
05:20 PM	16	0	1	5	22	8	59	0	0	67	0	0	0	0	0	0	47	8	0	55	144
05:25 PM	5	0	4	6	15	15	50	0	0	65	0	0	0	0	0	0	32	4	0	36	116
05:30 PM	9	0	3	1	13	8	60	0	0	68	0	0	0	0	0	0	34	1	0	35	116
05:35 PM	16	0	3	1	20	5	61	0	0	66	0	0	0	0	0	0	48	1	0	49	135
05:40 PM	7	0	3	1	11	8	63	0	2	73	0	0	0	0	0	0	45	4	0	49	133
05:45 PM	2	0	3	2	7	6	63	0	0	69	0	0	0	0	0	0	47	5	0	52	128
05:50 PM	3	0	0	2	5	5	62	0	0	67	0	0	0	0	0	0	45	3	0	48	120
05:55 PM	9	0	4	0	13	12	63	0	0	75	0	0	0	0	0	0	40	4	0	44	132
<b>Total</b>	<b>92</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>154</b>	<b>92</b>	<b>719</b>	<b>0</b>	<b>2</b>	<b>813</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>499</b>	<b>51</b>	<b>0</b>	<b>550</b>	<b>1517</b>
<b>Grand Total</b>	<b>156</b>	<b>0</b>	<b>80</b>	<b>56</b>	<b>292</b>	<b>149</b>	<b>1282</b>	<b>0</b>	<b>2</b>	<b>1433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>993</b>	<b>91</b>	<b>4</b>	<b>1088</b>	<b>2813</b>
<b>Apprch %</b>	<b>53.4</b>	<b>0</b>	<b>27.4</b>	<b>19.2</b>		<b>10.4</b>	<b>89.5</b>	<b>0</b>	<b>0.1</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>91.3</b>	<b>8.4</b>	<b>0.4</b>		
<b>Total %</b>	<b>5.5</b>	<b>0</b>	<b>2.8</b>	<b>2</b>	<b>10.4</b>	<b>5.3</b>	<b>45.6</b>	<b>0</b>	<b>0.1</b>	<b>50.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.3</b>	<b>3.2</b>	<b>0.1</b>	<b>38.7</b>	
<b>Cars</b>	<b>150</b>	<b>0</b>	<b>78</b>	<b>56</b>	<b>284</b>	<b>148</b>	<b>1260</b>	<b>0</b>	<b>2</b>	<b>1410</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>981</b>	<b>90</b>	<b>4</b>	<b>1075</b>	<b>2769</b>
<b>% Cars</b>	<b>96.2</b>	<b>0</b>	<b>97.5</b>	<b>100</b>	<b>97.3</b>	<b>99.3</b>	<b>98.3</b>	<b>0</b>	<b>100</b>	<b>98.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98.8</b>	<b>98.9</b>	<b>100</b>	<b>98.8</b>	<b>98.4</b>
<b>Trucks and Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>28</b>
<b>% Trucks and Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>1</b>
<b>Bicycles</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>16</b>
<b>% Bicycles</b>	<b>3.8</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>1.1</b>	<b>0</b>	<b>0.4</b>	<b>0.6</b>

# City of Bloomington

Planning and Transportation Department  
 401 N. Morton St., Suite 130  
 Bloomington, IN 47404

Intersection Study

File Name : E. 3rd St. and S. Union St. 4-6 PM  
 Site Code : 00000000  
 Start Date : 12/11/2014  
 Page No : 2

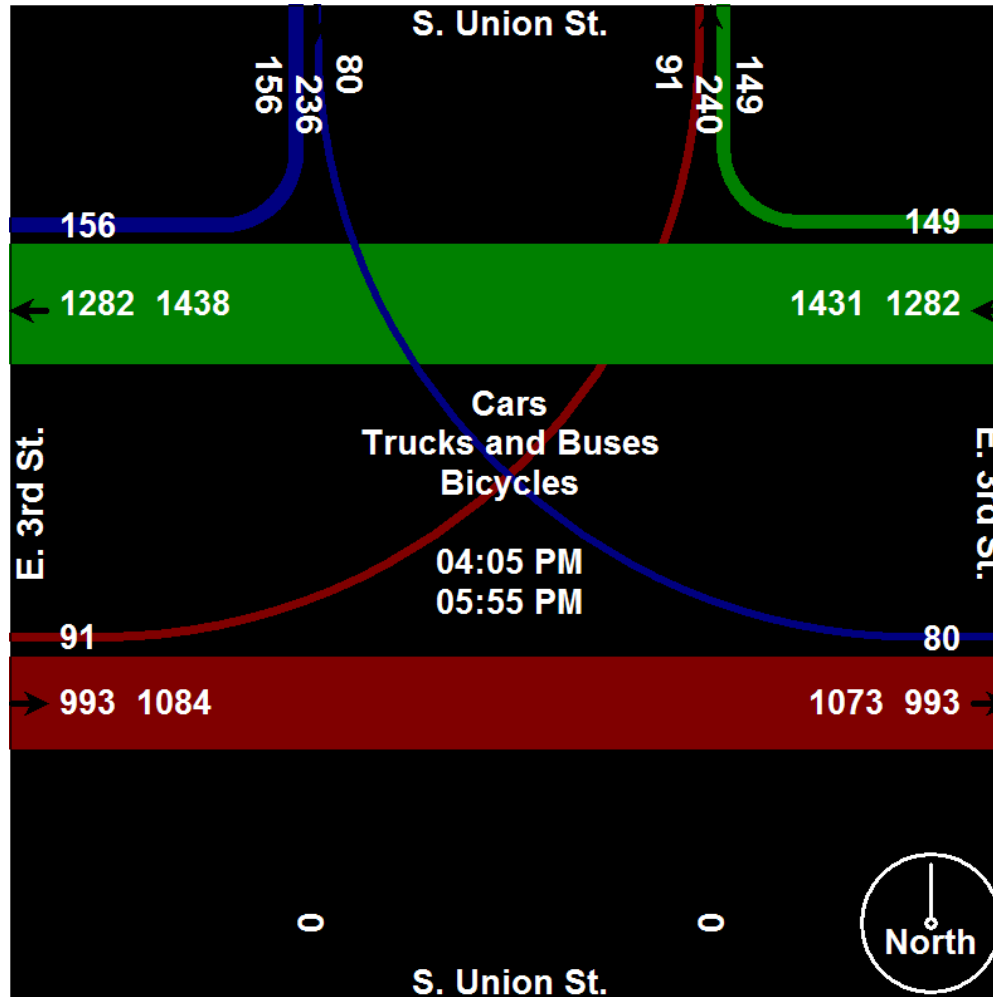


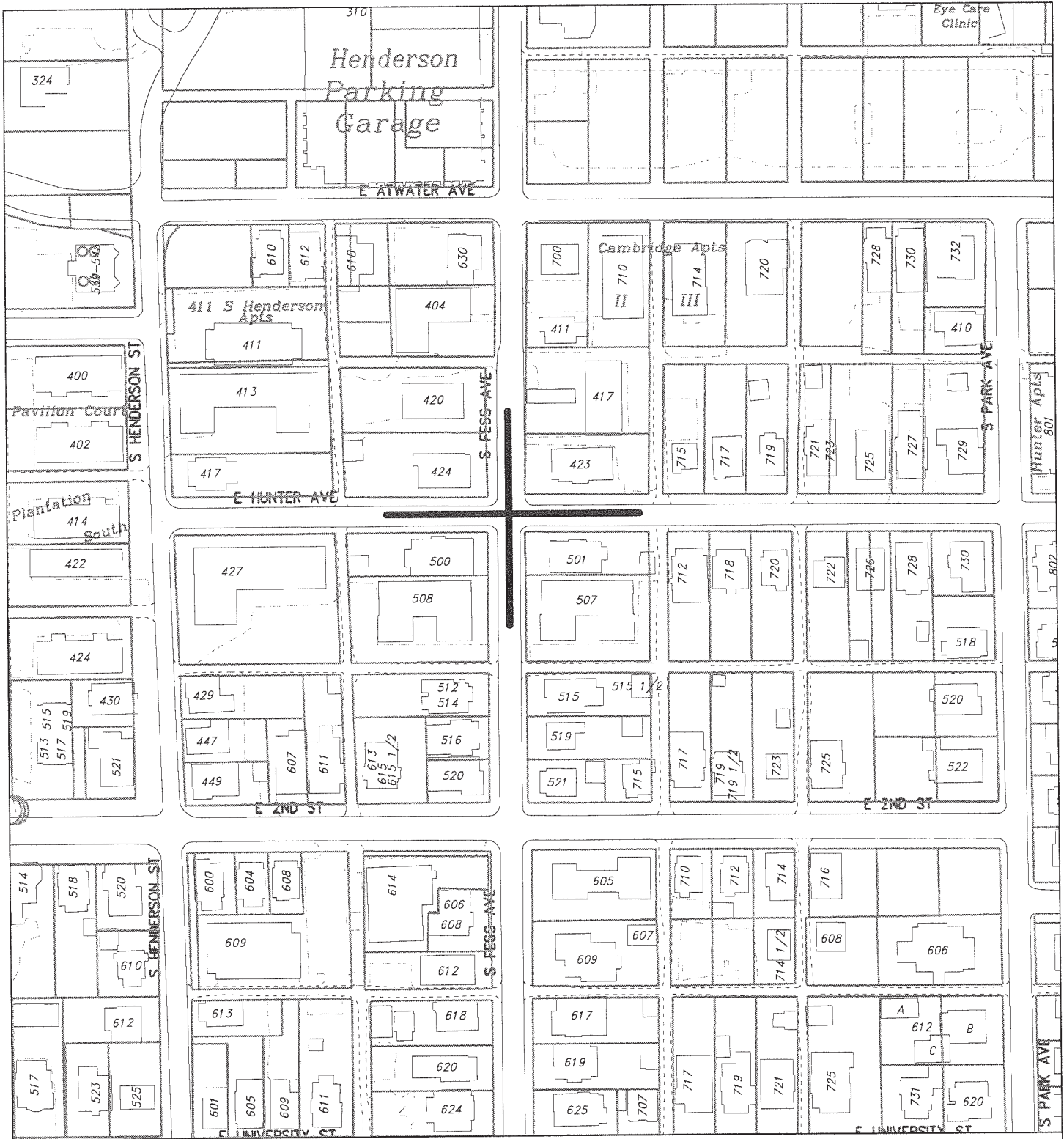
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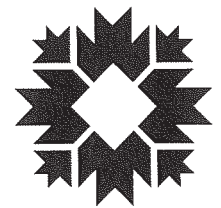
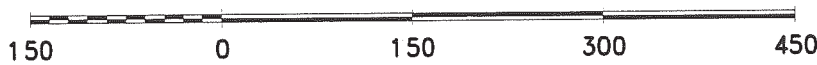




E. Hunter Avenue & S. Fess Avenue - convert intersection to 4-way stop

City of Bloomington  
Planning & Transportation

By: nickeln  
11 Feb 15



Scale: 1" = 150'

For reference only; map information NOT warranted.





Fess Avenue looking northbound at the intersection with E. Hunter Avenue (~25 feet).



Fess Avenue looking southbound at the intersection with E. Hunter Avenue (~25 feet).



Hunter Avenue looking eastbound with the intersection of Fess Avenue (~20 feet).



Hunter Avenue looking westbound with the intersection of Fess Avenue (~20 feet).