

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
July 27, 2016  
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – April 27, 2016
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
  - A. Title 15 update
- VI. Old Business – none
- VII. New Business –
  - A. S. Fess Avenue - revise current on-street parking configuration near the intersection with E. Hunter Avenue to increase visibility and sight line distances\*
  - B. Intersection of E. Southdowns Drive and S. Mitchell Street – remove the stop controls on E. Southdowns Drive or maintain and codify the existing 3-way stop intersection\*
  - C. Henderson and Hillside parking
- VIII. Traffic Inquiries –
  - A. E. Covenanter Avenue and S. College Mall Road – right turn on red restriction
  - B. E. 12<sup>th</sup> Street and N. Lincoln Street – install stop signs on E. 12<sup>th</sup> Street at this intersection.
- IX. Adjournment

*Next meeting – August 24, 2016*

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

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**City of Bloomington Traffic Commission Minutes  
April 27, 2016 in the Council Chambers, City Hall**

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

**Attendance**

Traffic Commission: James Batcho, Andrew Cibor, Ryan Cobine, Judi Maki, Sarah Ryterband, Larry Haywood, and Joe VanDeventer

Others in Attendance: Laurel Cornell, Matt Francisco, Dirk Fraser, Julia Karr, Sonya Johnson, Caren Stull, David Wierhake, Doug Wissing, Paula Worley, Nate Nickel (Staff), and Scott Robinson (Staff)

- I. Call to Order (~5:30 PM)**
- II. Approval of Minutes** – February 24, 2016. Mr. Cibor motioned, and Ms. Maki seconded, to approve the minutes. The motion passed 6-0.
- III. Public Comment** - none.
- IV. Communications from Commission** – Mr. Cibor provided an update on a number of on-going or upcoming transportation projects that are occurring throughout the city. Mr. Cibor also highlighted concerns that have been raised regarding sight distances and conflicts at the 3<sup>rd</sup> and Highland intersection. He mentioned several conceptual ideas that could potentially be explored in the future and invited Commissioners to provide any guidance or thoughts they might have for solutions. Ms. Ryterband acknowledged that this intersection has issues and a future staff evaluation would be appropriate. Mr. Cibor noted it might be best to consider this as a future agenda item so that the Commission could explore it in greater depth.
- V. Reports from Staff** - none
- VI. Old Business** –
  - A. No Parking Zone – W. Smith Avenue between N. Rogers Street and S. Jackson Street (north side of street); and between S. Jackson Street and S. Fairview Street (south side of the street)** – Mr. Nickel provided a brief review of the proposal that was first presented at the February 24, 2016 meeting. He noted that the Commission asked staff to follow-up with several items regarding this section of Smith Avenue. These included providing accident data, specific conflicts that Street Department crews have experienced and feedback from the Prospect Hill Neighborhood Association. Mr. Nickel reported that crash data from a ten

year period was included in the packet and noted concerns over narrow traffic lanes that both Street Department and MCCSC drivers have experienced. He said that the neighborhood association had no formal position on this proposal and instead encouraged its members to attend tonight's meeting. A number of individual residents submitted their thoughts on the proposal and those have all been made available for the Commission's review.

Ms. Ryterband asked if City Code had no-parking provisions during snow emergencies. Mr. Nickel answered that the City does not. Ms. Ryterband asked about regulations for boat and large vehicle on-street parking. Mr. Batcho answered that as long as a vehicle is properly registered, it can be parked for up to three days. Ms. Ryterband then asked for public comment.

Ms. Cornell referenced the letter that she sent to the Commission and was not in support of the proposal. Ms. Karr said that there were no parking issues with the narrow street and was not in support. Mr. Francisco felt that regulating parking would not solve any of the narrow street issues and was not in support. Mr. Fraser felt that Prospect Street was a bad comparison for this parking proposal and was not in support. Mr. Wierhake listed a number of reasons why he felt this proposal was not appropriate for Smith Avenue and was not in support. Ms. Worley agreed with other speakers and was against this proposal. Mr. Wissing spoke in support of this proposal and felt that extending Smith Avenue to its full right-of-way would be more appropriate. Ms. Stull echoed earlier statements and was not in favor of this proposal. Ms. Johnson felt that there was no problem with Smith Avenue and was not in favor of the proposal.

Mr. Cobine felt that municipal services didn't seem to be impacted and residents did not see a problem. Mr. Cibor said this proposal codifies existing conditions, promotes traffic calming and is similar to other no-parking requests. Ms. Ryterband didn't feel that codifying parking would solve anything and felt a recommendation to City Council would not be appropriate. Mr. Batcho said that emergency services would not be negatively affected by the narrow street width and did not feel codifying parking would be appropriate. The Commission took no formal action and was not interested in pursuing this proposal any further at this time.

## **VII. New Business –**

- A. Bloomington Transit Driver's Ideas for Route 6 (informational only, no action required)** – Marilyn Conn presented potential options to improve Route 6 by removing buses from travelling on E. 7<sup>th</sup> Street. Ms. Ryterband noted that the Traffic Commission has no authority over bus routing and encouraged Ms. Conn to present her ideas directly to the

Bloomington Transit Board of Directors. The Commission thanked Ms. Conn for the information she presented.

**VIII. Traffic Inquiries - none**

**IX. Adjournment (~6:25 PM)**  
*Next meeting – June 22, 2016*





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## MEMORANDUM

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To: Traffic Commission  
From: Nate Nickel, Sr. Long Range Planner  
Date: July 20, 2016  
Re: Fess Avenue – Revise Current On-Street Parking Configuration to Improve Safety

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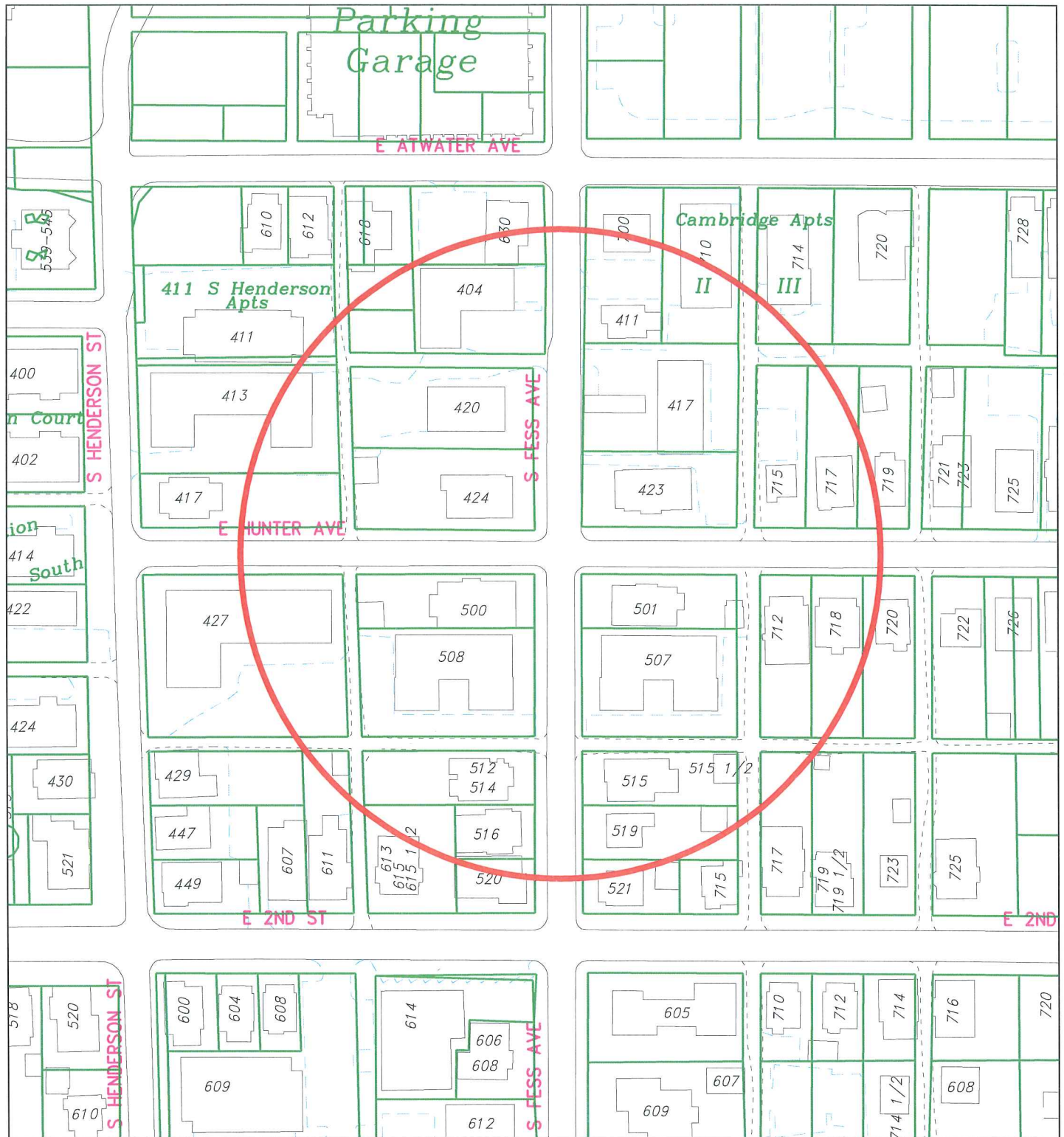
### Background

At the February 25, 2015 meeting, the Traffic Commission heard a Traffic Inquiry regarding the intersection of S. Fess Avenue and E. Hunter Avenue. The request at that time was to improve safety by converting the intersection to a four-way stop (currently it is only a 2-way stop for east/west traffic along Hunter Avenue). This was in response to a citizen's concern about parked vehicles along Fess Avenue creating visibility problems for traffic heading either northbound on Fess Avenue or westbound on Hunter Avenue. Parking is allowed (with residential zone restriction) in the vicinity of this intersection on the east-side of Fess Avenue, but is completely restricted on the west-side of Fess Avenue. After a review of the intersection, the consensus of the Traffic Commission was not to move forward with the 4-way stop request. This was primarily due to the character of this area, which included numerous other stop sign locations in close proximity to the Fess Avenue and Hunter Avenue intersection. As a result, the Traffic Commission felt that the existing conditions at this intersection were the best alternative for the current situation.

In December of 2015, the Planning and Transportation Department received another citizen request to reevaluate sight lines at this intersection. This was in response to a crash that the citizen had witnessed involving two vehicles (one traveling northbound on Fess Avenue, the other westbound on Hunter Avenue). The citizen was concerned that impeded visibility, due to the parked vehicles along Fess Avenue, had contributed to this crash. As a result, City staff evaluated this intersection and recommended that modifications be made to the current on-street parking configuration to better improve sight lines.

City staff's proposal would essentially move on-street parking from the east-side of Fess Avenue to the west-side of Fess Avenue in certain blocks. This would allow for each stop-controlled approach to have an unobstructed view in at least one direction (currently some have limited sight distance in both directions). The parking modifications would allow traffic on Hunter Avenue, when crossing Fess Avenue, to verify that no vehicles are coming from the left and then focus more on looking to the right, past parked cars, as they pull forward into the intersection. The overall number of parking spaces would not be impacted, which is beneficial both to those utilizing the parking and because the on-street parking spaces help to reduce motor vehicle speeds along Fess Avenue.

**Recommendation:** Staff recommends reconfiguring the existing on-street parking spaces along Fess Avenue, as proposed. If approved, a detailed Title 15 amendment will be prepared once this request is forwarded to the Common Council for their consideration.



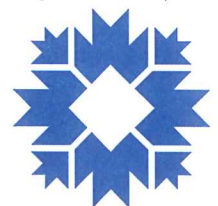
S. Fess Avenue and E. Hunter Avenue Intersection and Vicinity

By: nickeln  
21 Jun 16



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation



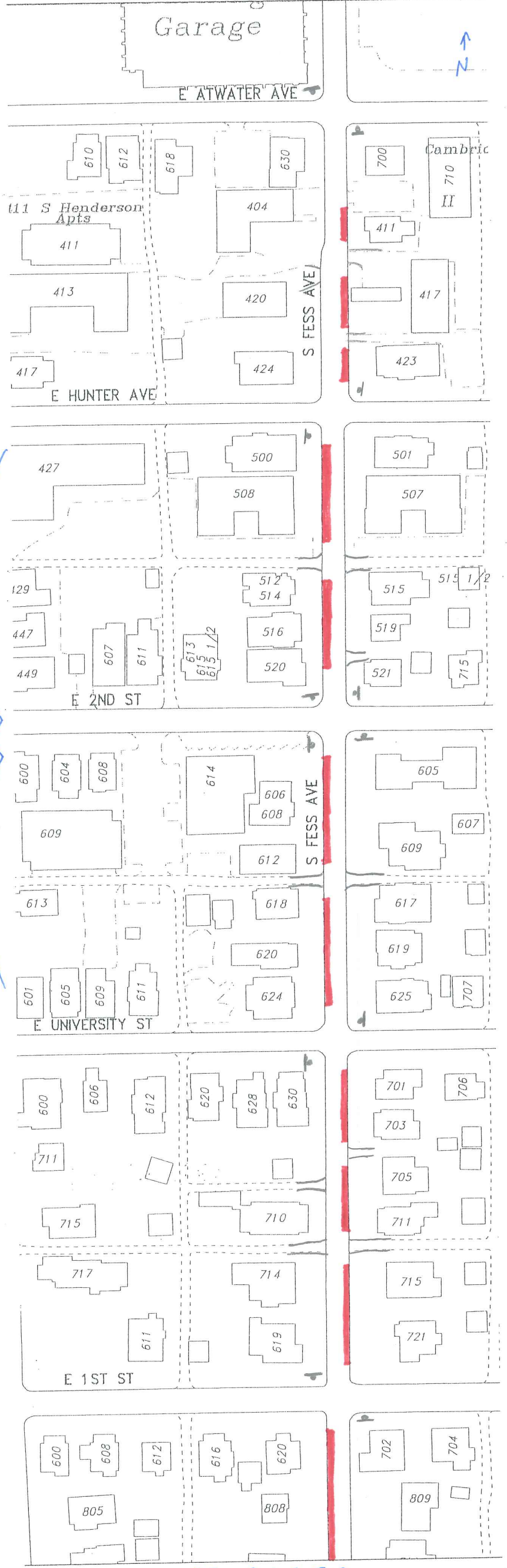
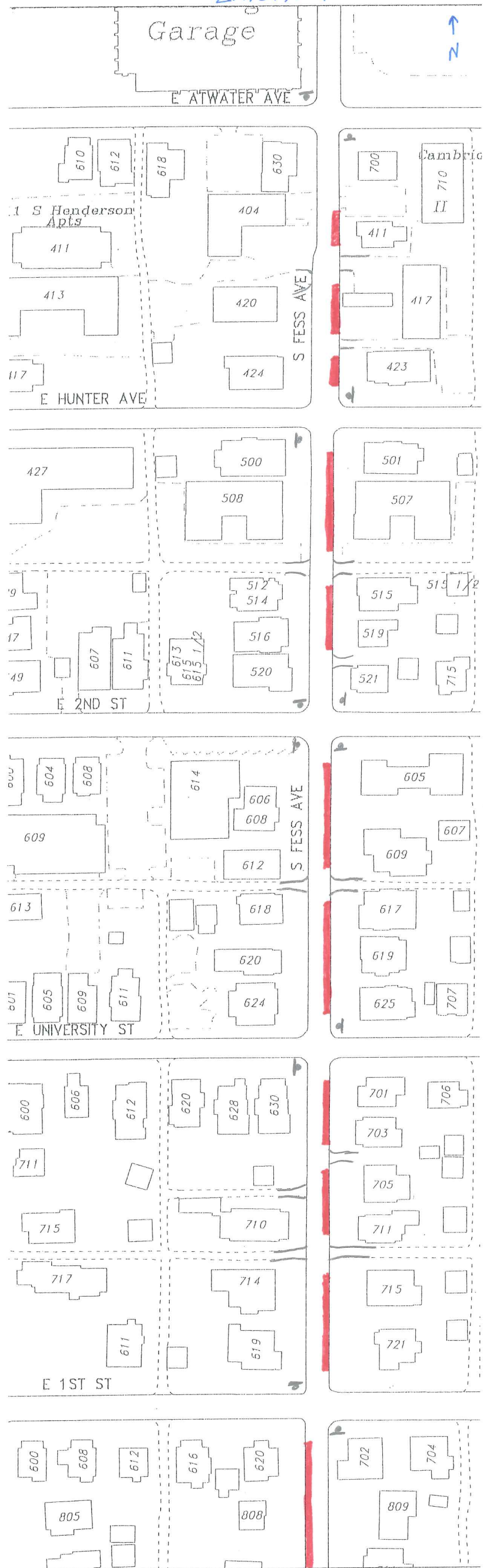
Scale: 1" = 120'



# City Staff's Proposed Parking Reconfiguration

EXISTING

PROPOSED



Parking would switch from east side to west side in these two blocks.

 Stop Sign  
 Allowed Parking





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).



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**MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Sr. Long Range Planner  
Date: July 20, 2016  
Re: E. Southdowns Drive and S. Mitchell Street Intersection – Stop Control Options

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**Background**

This request started as a homeowner’s concern regarding the placement of stop signs at this intersection. The issue cited was the difficulty that stopped traffic at one of the Southdowns Drive stop signs placed on the homeowner’s ability to access their driveway. The City Council discussed this issue at their July 12, 2016 meeting and asked that City staff bring potential options to the Traffic Commission for review and a recommended solution.

A “bump-out” curb and the two stop signs on Southdowns Drive were installed around 2010 by the City to act as traffic calming measures. Staff has discovered that there is some confusion as to which stop signs are actually included in the City Code. Following the traffic calming measures at this intersection, Title 15 was never updated to include the new stop signs on Southdowns Drive. As a result, this intersection is not formally listed as a Schedule B, Multi-Stop (3 Way) intersection in Title 15 of the City Code. Interestingly, the stop-sign on the Mitchell Street approach at this intersection (the south entrance) is also not codified in Schedule A, Stop Intersections. The only stop sign that seems to be codified is the one located directly to the east, at the intersection of Mitchell Street and Southdowns Drive (where it then becomes E. Circle Drive).

The street naming conventions utilized around this intersection, allowing similar street names to be applied to multiple street frontages, is certainly problematic. It easily can cause confusion for drivers, service deliveries, or emergency service providers. For example, two homes, although located physically on Circle Drive, instead have Southdowns Drive addresses. Additionally, one home currently assigned a Southdowns Drive address is really located on Mitchell Street (a “Mitchell Street” sign is located almost right across from their front yard). It would be beneficial for the City to look into this issue further and potentially develop addressing or street name changes to better clarify present conditions.

Option #1 – Remove the All-Way stop, so that only the S. Mitchell Street approach has a stop sign.

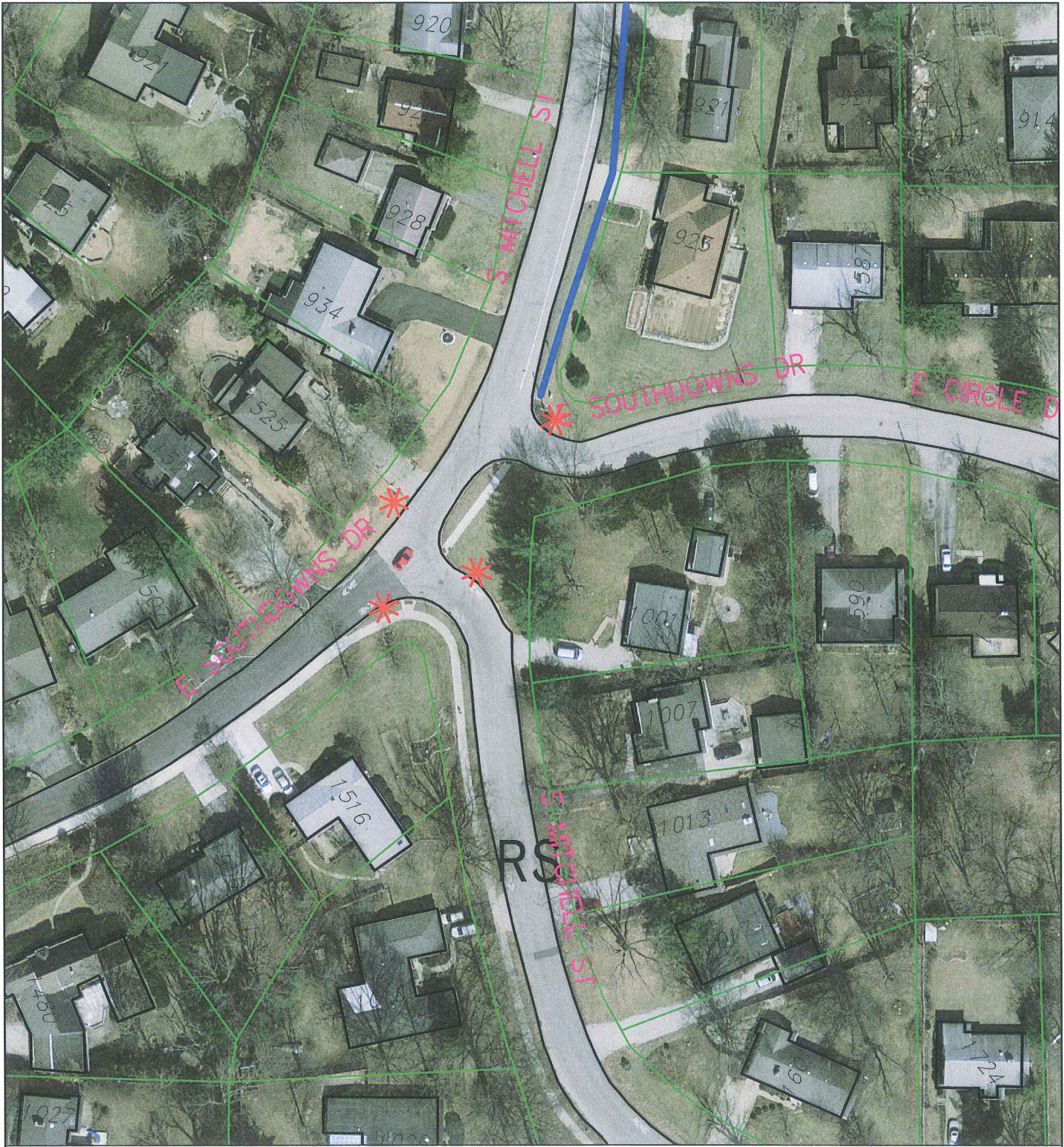
This option would address the concern of the homeowner’s difficulty in accessing their driveway. It would also address vehicles ignoring the current stop signs on Southdowns Drive (low compliance was noted by resident). Due to relatively low traffic volumes, staff does not feel that an All-Way stop at this intersection is necessary. Additionally, both Southdowns Drive and Mitchell Street are part of a signed bicycle route/neighborhood greenway; generally it is desirable to avoid unnecessary stops on this type of facility. As previously noted, this intersection is not currently codified in City Code and therefore it would easily clear the way for removing the Southdowns Drive stop signs. An update to Title 15 would be necessary to formally codify and retain the stop sign that is currently on the Mitchell Street approach (Schedule A, Stop Intersections).

Option #2 – Keep the All-Way stop as is at this intersection and formally add it to City Code during a future Title 15 update.

Although an All-Way stop is not necessary at this intersection due to low traffic volumes, and compliance with the signs is low, the All-Way stop configuration has been in operation here for many years. City engineering staff is not aware of any significant issues related to the All-Way stop configuration that is presently in place. As a result, staff would be able to bring this intersection forward to the City Council in order to formally codify it as a Schedule B, Multi-Stop (3-Way) location in a future Title 15 update. The three stop signs would also need to be added to Schedule A, Stop Intersections, as well.

**Recommendation:** Staff recommends moving forward on either one of these options. If approved, a detailed Title 15 amendment will be prepared once this request is forwarded to the Common Council for their consideration.





Southdowns Drive and Mitchell Street Intersection

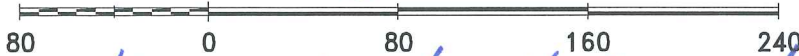
Currently All-Way Stop (3-Way)

Additional Stop-Sign at Mitchell Street and Southdowns Drive/Circle Drive

*\* - Current Stop Sign Locations*

By: nickeln

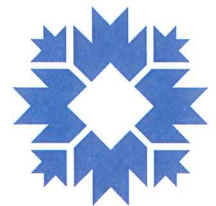
19 Jul 16



*— City Council Sidewalk Project  
(under design)*

For reference only; map information NOT warranted.

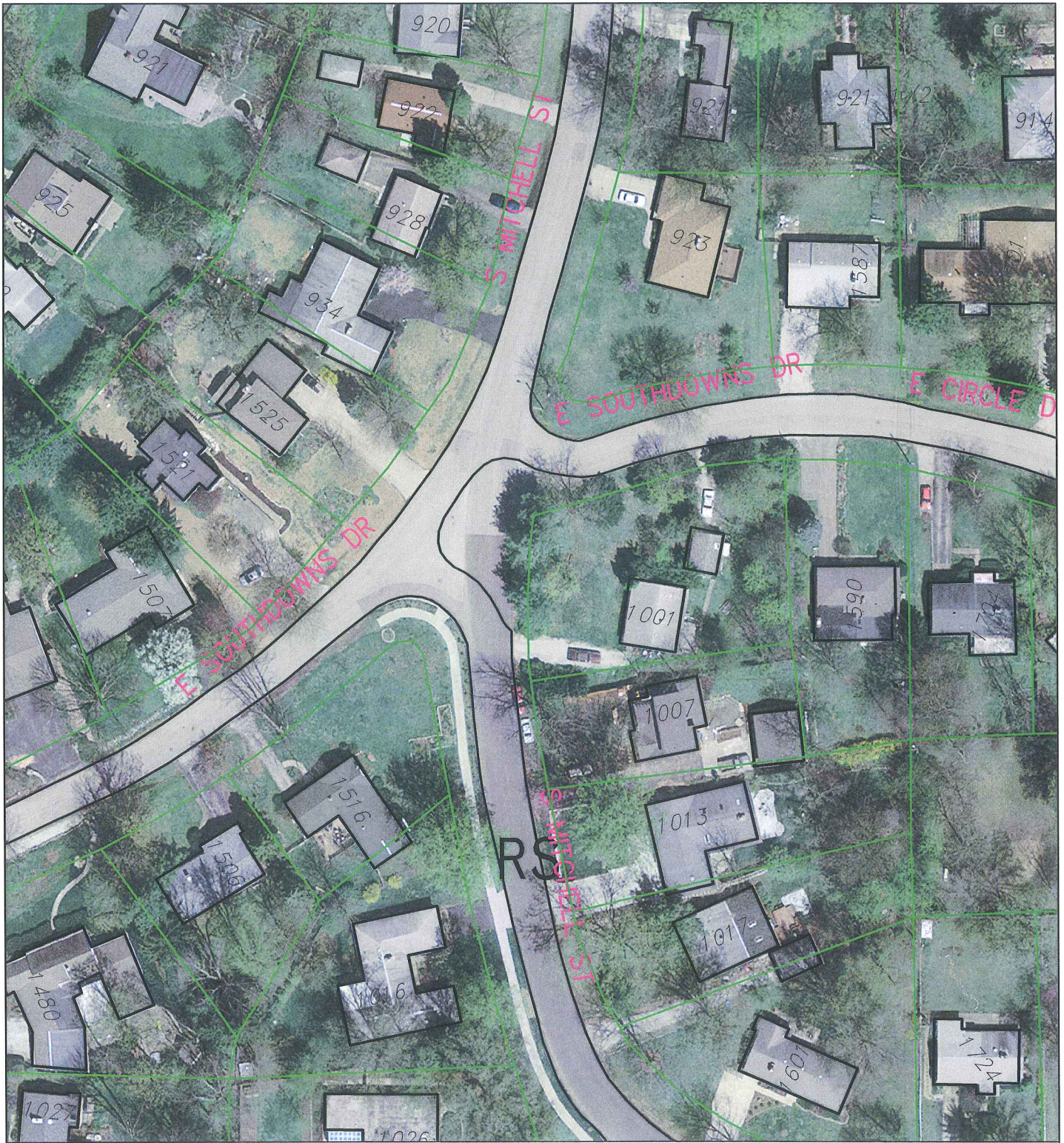
City of Bloomington  
Planning & Transportation



Scale: 1" = 80'

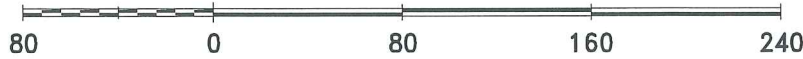






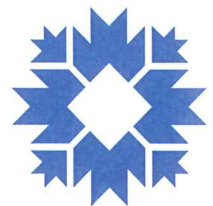
Southdowns Drive and Mitchell Street Intersection  
 Pre-2010 Installation of Traffic Calming Measures

By: nickeln  
 19 Jul 16



For reference only; map information NOT warranted.

City of Bloomington  
 Planning & Transportation



Scale: 1" = 80'







*Looking southwest on Southdowns Drive (22') towards the intersection with Mitchell Street.*



*Looking northwest on Southdowns Drive (22') towards the intersection with Mitchell Street.*





*The Mitchell Street (25') intersection with Southdowns Drive.*



*The Southdowns Drive (22') intersection with Mitchell Street (Mitchell/Southdowns in background)*



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## MEMORANDUM

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: July 27, 2016  
Re: Traffic Inquiries

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### **Background**

The Planning and Transportation Department received several Traffic Inquiries from the public this month, 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 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 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.

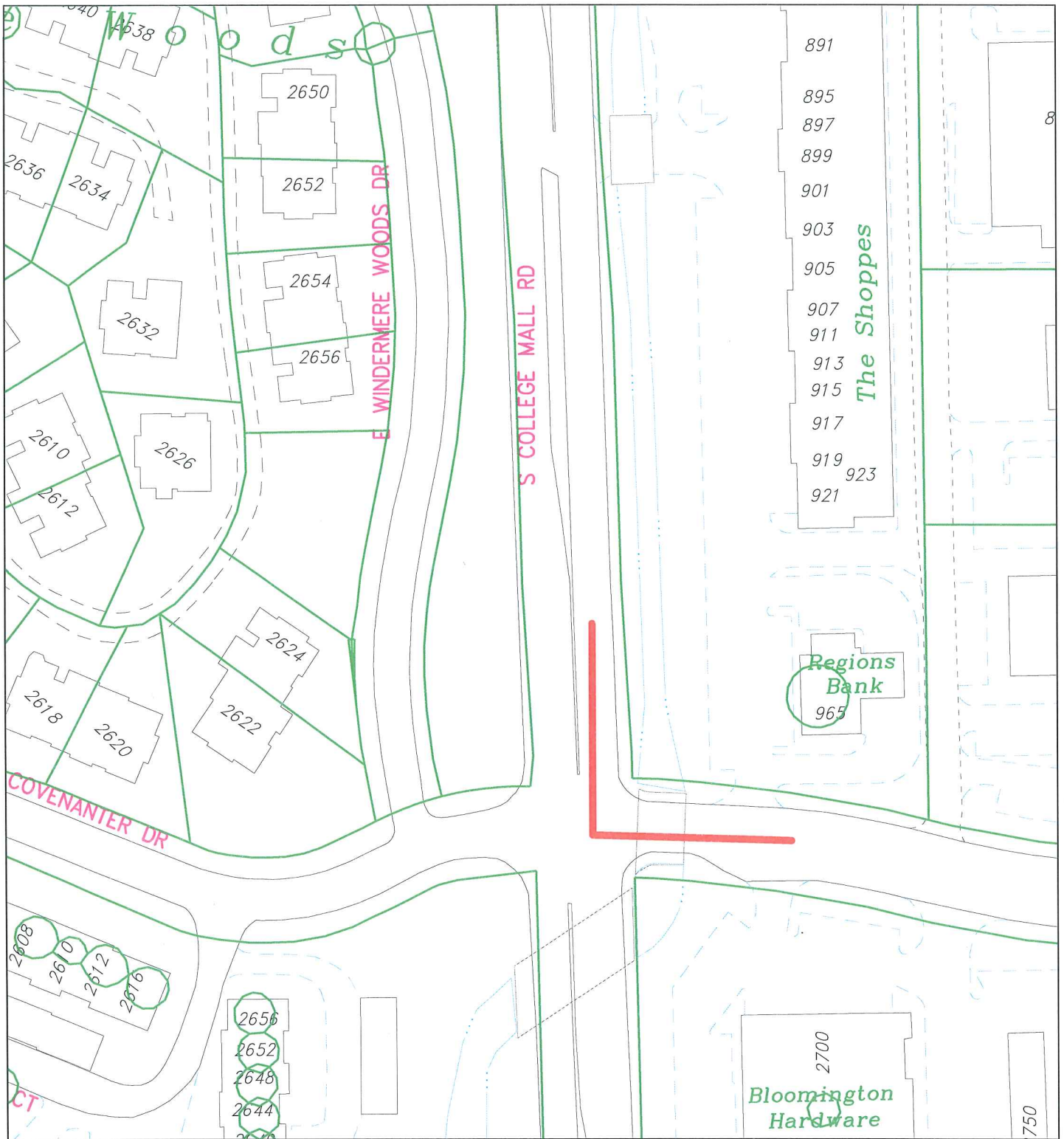
### **Traffic Inquiries**

- City Councilmember Piedmont-Smith received a constituent concern regarding westbound vehicles on E. Conventer Drive that turn right (northbound) onto S. College Mall Road during a red light. The constituent felt that due to obstructed visibility, safety would be improved by establishing a no-turn on red restriction for westbound traffic on Conventer Drive at this intersection.
- A citizen is requesting that stop-signs be installed on E. 12<sup>th</sup> Street at the intersection with N. Lincoln Street.

### **Recommendations**

Staff requests that the Traffic Commission identify if these Traffic Inquiries 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.





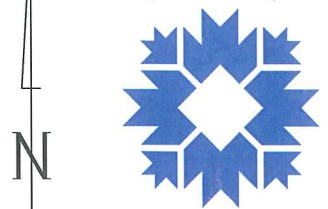
E. Convenanter Drive and College Mall Rd. Intersection  
 (Proposed No Right-Turn on Red, Northbound from Convenanter Dr.)

By: nickeln  
 7 Jun 16



For reference only; map information NOT warranted.

City of Bloomington  
 Planning & Transportation



Scale: 1" = 100'



Looking west on E. Covenanter Avenue (~35') at the intersection with S. College Mall Road.



Looking north along S. College Mall Road (~70') from the intersection of E. Covenanter Avenue.

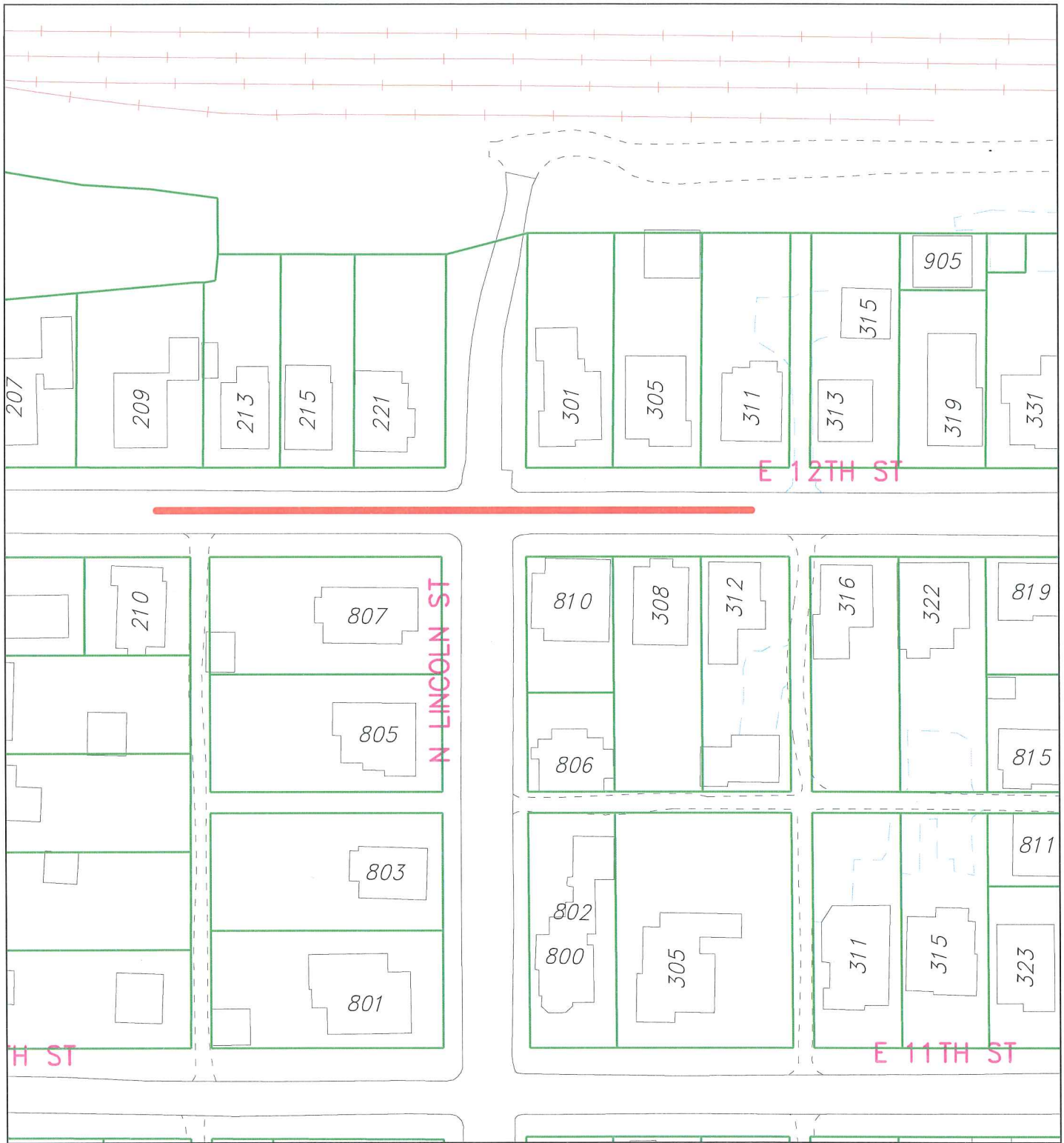




Looking east along E. Covenanter Avenue (~35') from the intersection with S. College Mall Road.



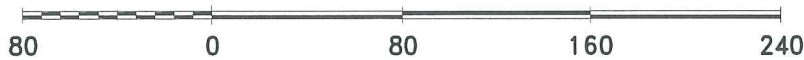
Looking south on S. College Mall Road (~70') from the intersection with E. Covenanter Avenue.



**Traffic Inquiry:**

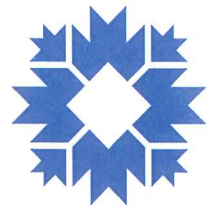
Add stop-signs on E. 12th Street at intersection with N. Lincoln Street

By: nickeln  
19 Jul 16



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation



Scale: 1" = 80'





Looking west on E. 12<sup>th</sup> Street (~24') at the intersection with N. Lincoln Street.



Looking east on E. 12<sup>th</sup> Street (~24') at the intersection with N. Lincoln Street.

19 July 2016

To the City of Bloomington Traffic Commission,

I am writing to request that you consider the installation of a stop sign on 12<sup>th</sup> Street where it intersects Lincoln Street. There are some Bloomington residents - student renters in the neighborhood and year-round residents from other neighborhoods – who use 12<sup>th</sup> Street as a quick connection between Walnut Street and Indiana Avenue, as there are no stop signs at all for those five blocks. Some of the worst offenders are pizza delivery drivers, and given the new, large apartment complexes downtown the traffic on 12<sup>th</sup> Street can only get worse.

Interestingly, the opposite situation also exists: sometimes people slow dramatically when they get to the intersection and some even come to a complete stop, as if they expect there to be a stop sign there – as if they sense that a stop sign actually belongs there.

I find perplexing the lack of speed limit signs in the downtown area. There are none on 12<sup>th</sup> Street. If the speed limit is indeed 25 mph (as per City Code 15.24.010), that should be communicated to drivers directly rather than expect all persons in the City to have read the City Code prior to driving around town. But that would require many signs and there are already too many signs. It would be more efficient to just add a stop sign at that location in the hopes that it will return the neighborhood to a more peaceful and safe place to live.

Thank you,

James Ford  
213 East 12<sup>th</sup> Street