

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
September 28, 2016  
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – July 27, 2016\*
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
  - A. 90 Day Orders
- VI. Old Business – none
- VII. New Business –
  - A. Delete BMC 15.32.130 (restricts parking near alleys)\*
  - B. E. 11<sup>th</sup> Street between Woodlawn Avenue and Forrest Avenue - remove north-side on-street parking and change traffic direction\*
  - C. 8<sup>th</sup> and Grant Streets intersection - modify stop controls and on-street parking configuration\*
  - D. S. Highland Avenue – modify on-street parking configuration\*
  - E. Traffic Speed Enforcement Requests
- VIII. Traffic Inquiries –
  - A. S. Walnut Street - School Speed Zone Request (for Bloomington High School South)
- IX. Adjournment

*Next meeting – October 26, 2016*

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

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

**City of Bloomington Traffic Commission Minutes  
July 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.*

*\*\*\*The first 10 minutes of the audio recording for this meeting did not record due to microphone technical difficulties\*\*\**

**Attendance**

Traffic Commission: James Batcho, Andrew Cibor, Ryan Cobine, Judi Maki, Abigail Pietsch, and Sarah Ryterband

Others in Attendance: Norm Crampton, Chris Shelton, Dave Rollo (District IV), Neil Kopper (Staff), and Scott Robinson (Staff)

- I. Call to Order** (~5:30 PM)
- II. Approval of Minutes** – April 27, 2016. Mr. Cibor motioned, as corrected, and Ms. Maki seconded, to approve the minutes. **The motion passed 5-0.**
- III. Public Comment** – Mr. Crampton addressed the Commission on his safety concerns at the intersection of The Stands Drive and Rogers Road. He did his own traffic counts and provided his observations on vehicle speeds, topography, sidewalks and pedestrian activity, transit and school bus services, and traffic signs. He compared this intersection and its many similarities to the Moores Pike and Olcott Boulevard intersection. He would like to see similar improvements done at The Stands Drive and Rogers Road. Mr. Robinson said an improvement project is planned for this area. The Commission would like to have a report from staff on this project at their next meeting.
- IV. Communications from Commission** – Mr. Cibor provided an update on a number of on-going or upcoming city transportation projects. Mr. Cibor noted two important public hearing and information meetings for the Tapp and Rockport project and the Winslow and Henderson project. He said the Henderson and Winslow project will also include the Walnut Street Pike intersection. Information for these and other projects is available on the City's website.
- V. Reports from Staff**
  - A. Title 15 Updates** – Mr. Robinson thanked the Commission for their past efforts on Title 15 recommendations. The City Council adopted most of the Commission's recommendations at their July 21th meeting. The one

exception was the parking changes proposed along East 1<sup>st</sup> Street were modified through an amendment that only restricted parking on the north side of 1<sup>st</sup> Street, east of High Street.

**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\*** - Mr. Robinson gave an overview of this request as detailed in the packet. Mr. Kopper described the evaluation process and recommendations to alternate the parking along S. Fess Avenue. He did note that while the number of crashes were low over the 9 years he looked at, all showed similar causes, which is why staff is making this recommendation. Mr. Shelton said he first wanted an all way stop, but agrees with staff's recommendation as a good idea. Ms. Ryterband said she was concerned about the timing if this were adopted by Council later in the year. Mr. Cibor said the City could issue a 90-Day Order until the Council could consider this change. This would allow staff to implement this before most students return. Ms. Ryterband motioned to approve as detailed in the staff report with the conditions that notification and a 90-Day Order be utilized before school starts; Ms. Maki seconded. **The motion passed 6-0.**

**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\*** – Mr. Robinson gave an overview of this request as detailed in the packet. He explained the history behind this request and some of the challenges and options for the Commission to consider. Mr. Rollo (District IV) said the SoMax Neighborhood is supportive of the current all-way stop condition and he would like to see one stop sign be moved away from the driveway at 525 Southdowns. This is a specific request of the adjacent property owner as stopped vehicles can block their driveway. This route is a convenient way to Indiana University and Bryan Park and traffic volumes and speeds can be high for a neighborhood street. The all way stop along with plans for a new sidewalk along Mitchell will continue to improve the neighborhood context. He would also like to see crosswalks markings added. The Commission discussed the placement of the stop sign and the options detailed in the staff report. Mr. Batcho felt that since the neighborhood is supportive of the all way stop then he is satisfied with this option. Ms. Pietsch motioned to codify this intersection as an all way stop with the stop signs in their same location, Ms. Ryterband seconded. **The motion unanimously passed 6-0.**

**C. Henderson and Hillside parking** – Mr. Robinson explained a development proposal is going before the Plan Commission for approval. The Commission has previously discussed the general need for policy guidance on parking configurations for on-street parking. This proposal is showing parallel parking along Henderson and pull-in angled parking along Hillside. Ms. Ryterband said it is time to consider back-in parking and explained the benefits it offers over the types we do elsewhere. This development provides a great opportunity. Mr. Batcho agreed and seconded her remarks. He mentioned the number of crashes related to the pull-in angled parking around the Square from the difficulty of backing out into traffic. Ms. Ryterband said she was fine with her statements being considered a motion. Mr. Cobine asked for a vote. **The motion passed 6-0.**

#### **VIII. Traffic Inquiries –**

**A. E. Covenanter Avenue and S. College Mall Road – right turn on red restriction.** – Mr. Robinson explained that with inquiries staff is seeking direction from the Commission on whether or not any next step(s) should be taken. This direction is based upon consensus from the Commission. The first request was received from Ms. Piedmont-Smith (District V) on behalf of one of her constituents. No one was in attendance to speak on this request, but staff did do some preliminary evaluation on the no turn on red inquiry. Mr. Kopper explained that very few accidents (only two) over the last five years for this busy intersection are possibly related to turning movements. He also said the signal switches to a flashing signal at night and this could create confusion. Poor sight distances alone is not a reason to restrict turns on red, Kopper said. In fact, vehicles should not be turning if they can't see to make a safe turning movement. Ms. Pietsch said commercial drivers are often restricted by their employer to turn on red regardless of what is permitted. The Commission agreed that restricting turns on red is not a good option to pursue.

**B. E. 12<sup>th</sup> Street and N. Lincoln Street – install stop signs on E. 12<sup>th</sup> Street at this intersection.** – Mr. Robinson explained that staff has conducted some traffic counts in this area in regards to speeding concerns. However, the counts were taken when IU was not in session. Mr. Ford said 12<sup>th</sup> Street provides a direct route to and from IU and Walnut Street and it is an option to 10<sup>th</sup> or 17<sup>th</sup> Streets. However, 12<sup>th</sup> Street is a residential street. Both 10<sup>th</sup> and 17<sup>th</sup> Streets are meant to serve more traffic needs. He said delivery vehicles and IU employees seem to use 12<sup>th</sup> as a quick alternative and speed. The speed limit is 25 M.P.H. but few signs are posted. He also recognizes the Fire Department may need to use 12<sup>th</sup> for their needs, but new developments along N. Walnut and the Downtown will add more demand on 12<sup>th</sup> Street. After listening to the Fess Street item, Mr. Ford thinks alternating parking might be another solution to consider. He would like something done to return 12<sup>th</sup> Street



into a neighborhood street. Mr. Cibor mentioned the extension of Woodlawn Avenue to 13<sup>th</sup> Street will be completed in September. It is expected this will change traffic patterns in the area. Other Commission members agreed that with new housing developments and the return of IU students more data should be collected. The Commission directed staff to conduct traffic counts along 12<sup>th</sup> Street after Woodlawn opens up and when students are back in school, identify the locations of speed limit signs, and evaluate changing the parking locations along 12<sup>th</sup> Street.

**IX. Adjournment (~7:08 PM)**  
*Next meeting – August 24, 2016*

*\*Action requested*

## 90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):

- To make and enforce temporary regulations;
- To make and enforce experimental regulations;
- To make and enforce regulations necessary to deal with emergencies; and/or
- To make and enforce regulations necessary to deal with special conditions.

This Request originated from a citizen concern regarding the Fess Avenue/Hunter Avenue and Fess Avenue/University Street intersections. The existing on-street parking on the east side of Fess Avenue limits sight distance in both directions (looking left and looking right) for westbound vehicles on Hunter Avenue and University Street. Switching parking from the east to the west side of Fess Avenue between Hunter Avenue and University Street allows eastbound and westbound approaches at both intersections to have at least one view (either to the left or to the right) that is not obstructed by on-street parking. With one view not obstructed by on-street parking, people waiting at these intersections will be able to focus more attention looking for traffic coming from the other direction. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Parking will be permitted on the west side of Fess Avenue between Hunter Avenue and University Street and related signage will be updated.
- Parking will be prohibited on the east side of Fess Avenue between Hunter Avenue and University Street and related signage will be updated.

If the temporary measures are effective at solving the problem identified herein, the City may recommend the measures become permanent via modifications to the Bloomington Municipal Code.

Questions regarding this Order shall be directed to Andrew Cibor, City of Bloomington Transportation and Traffic Engineer. Andrew can be contacted at (812) 349-3423 and cibora@bloomington.in.gov.

  
\_\_\_\_\_  
Signature of Transportation & Traffic Engineer

9/9/16  
Date

Effective Date: 9/9/2016

Expiration Date: 12/8/2016

Case Number: 16-05

## 90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):

- To make and enforce temporary regulations;
- To make and enforce experimental regulations;
- To make and enforce regulations necessary to deal with emergencies; and/or
- To make and enforce regulations necessary to deal with special conditions.

This request originated from concerns from Project School staff and City staff. The proximity of Project School to the north-south alley between Walnut and Washington and its intersection with Smith Avenue, in addition to school related traffic patterns, warrants intersection control at the alley's intersection with Smith Avenue. Additionally, Smith Avenue is a one-way (westbound) facility between College and Washington but a previous City project installed an opposite direction (eastbound) bike lane that needs to be permitted. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Traffic on the north-south alley between Walnut and Washington shall be required to stop for traffic on Smith Avenue. Traffic control signage shall be updated to reflect this requirement.
- Vehicular traffic on Smith Avenue between College and Washington shall continue to only be permitted in the westbound direction but eastbound bicycle traffic shall be permitted on the same section. Traffic control devices shall reflect this condition.

If the temporary measures are effective at solving the problem identified herein, the City may recommend the measures become permanent via modifications to the Bloomington Municipal Code.

Questions regarding this Order shall be directed to Andrew Cibor, City of Bloomington Transportation and Traffic Engineer. Andrew can be contacted at (812) 349-3423 and cibora@bloomington.in.gov.

  
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Signature of Transportation & Traffic Engineer

9/9/2016  
Date

Effective Date: 9/14/2016

Expiration Date: 12/13/2016

Case Number: 16-09

## 90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):


- To make and enforce temporary regulations;
- To make and enforce experimental regulations;
- To make and enforce regulations necessary to deal with emergencies; and/or
- To make and enforce regulations necessary to deal with special conditions.

This request originated from the capital project constructing a new railroad crossing and extension of Woodlawn Avenue between 12<sup>th</sup> and 13<sup>th</sup> Streets. As a result of the Woodlawn railroad crossing project the Walnut Grove railroad crossing between 11<sup>th</sup> and 13<sup>th</sup> Street will be closed. The intersection stop control at the Walnut Grove and 11<sup>th</sup> Street intersection needs to be updated to reflect anticipated shifts in traffic patterns. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Traffic on Walnut Grove shall be required to stop for traffic on Eleventh Street. Traffic on Eleventh Street shall not be required to stop for traffic on Walnut Grove. Traffic control signage shall be updated to reflect these changes.

If the temporary measures are effective at solving the problem identified herein, the City may recommend the measures become permanent via modifications to the Bloomington Municipal Code.

Questions regarding this Order shall be directed to Andrew Cibor, City of Bloomington Transportation and Traffic Engineer. Andrew can be contacted at (812) 349-3423 and cibora@bloomington.in.gov.



\_\_\_\_\_  
Signature of Transportation & Traffic Engineer

9/9/16

\_\_\_\_\_  
Date

Effective Date: 9/9/2016

Expiration Date: 12/8/2016

Case Number: 16-08



## 90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):

- To make and enforce temporary regulations;
- To make and enforce experimental regulations;
- To make and enforce regulations necessary to deal with emergencies; and/or
- To make and enforce regulations necessary to deal with special conditions.

This request originated from the capital project constructing a new railroad crossing and extension of Woodlawn Avenue between 12<sup>th</sup> and 13<sup>th</sup> Streets. Due to anticipated shifts in traffic patterns as a result of the project and previous changes associated with other capital projects along Woodlawn Avenue some of the intersection stop controls need to be updated. After careful review and consideration the Request has been granted and the following action will be implemented:

- Traffic on Thirteenth Street shall be required to stop for traffic on Woodlawn Avenue. Traffic on Woodlawn Avenue shall not be required to stop for traffic on Thirteenth Street. Traffic control signage shall be updated to reflect these changes.
- Traffic on both sides of Twelfth Street shall be required to stop for traffic on Woodlawn Avenue. Traffic on Twelfth Street shall not be required to yield for traffic on Woodlawn Avenue. Traffic control signage shall be updated to reflect these changes.
- Traffic on Fourteenth Street shall be required to stop for traffic Woodlawn Avenue. Traffic on Woodlawn Avenue shall not be required to stop for traffic on Fourteenth Street. Traffic control signage reflects these conditions.
- Traffic on Woodlawn Avenue shall not be required to stop for traffic on Seventeenth Street or Tenth Street. Both intersections are controlled by a traffic signal.

If the temporary measures are effective at solving the problem identified herein, the City may recommend the measures become permanent via modifications to the Bloomington Municipal Code.

Questions regarding this Order shall be directed to Andrew Cibor, City of Bloomington Transportation and Traffic Engineer. Andrew can be contacted at (812) 349-3423 and [cibora@bloomington.in.gov](mailto:cibora@bloomington.in.gov).

  
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Signature of Transportation & Traffic Engineer

9/9/16  
Date

Effective Date: 9/9/2016

Expiration Date: 12/8/2016

Case Number: 16-07



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## MEMORANDUM

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: September 6, 2016  
Re: Delete Bloomington Municipal Code 15.32.130

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### Background

There is a potential conflict between the City of Bloomington Municipal Code 15.32.130 and State of Indiana Code in regards to restricting parking near alleys. Both codes do not mention anything specifically about restricting parking near an alley. However, the City of Bloomington code is not intended to restrict parking near alleys, but it technically might due to the way it is written (see below):

City Code 15.32.130 Parking Near Intersections. When Indiana Code §§ 9-21-16-5 (6) and (7) prescribing how close to designated crosswalks and stop signs a vehicle may park, do not apply, **no vehicle shall park within thirty feet of an intersection.** Where special considerations warrant, more extensive no parking areas near intersections may be specifically designated.

City Code 15.04.010 Definitions Generally. (a) **Terms used in this title shall have the meanings defined for such terms by the Indiana Statutes, Title 9, "Motor Vehicles",** unless specifically provided otherwise.

Indiana Code IC 9-13-2-84 "Intersection" Sec. 84. (a) **"Intersection" means the area embraced within:** (1) 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 intersection.

Indiana Code IC 9-13-2-73 "Highway or street" Sec. 73. "Highway" or "street" means the entire width between the boundary lines of every publicly maintained way when any part of the way is open to the use of the public for purposes of vehicular travel. **The term includes an alley in a city or town**

### Recommendations

Staff requests that the Traffic Commission recommend that the City Council delete BMC 15.32.130 as part of any future Title 15 update so that there are no potential conflicts with Indiana State Code.



**MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: September 6, 2016  
Re: 11<sup>th</sup> Street between Woodlawn Avenue and Forrest Avenue

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**Background**

A detailed letter from Eagle Ridge Civil Engineering Services LLC is included within the packet. This letter provides the background information on the scope of the improvement project, requested changes to on-street parking configurations and the direction of traffic flow. Site photos and improvement plans are also provided. Please review the information submitted by Eagle Ridge.

**Recommendations**

Based upon the information provided by Eagle Ridge, staff requests that the Traffic Commission recommend that the City Council amend Title 15 in regards to the on-street parking and two way traffic for 11<sup>th</sup> Street. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.

9/19/2016

**Memorandum**

**To: Traffic Commission  
City of Bloomington**

**From: Eagle Ridge Civil Engineering Services, LLC, on behalf of  
Indiana University  
University Architect's Office**

**Re: Intersection Modification at 11<sup>th</sup> & Woodlawn and  
Change to Traffic Pattern on 11<sup>th</sup> Street from Woodlawn to Forrest**



On behalf of Indiana University, we are presenting information about a project that is proposed by the University for 11<sup>th</sup> Street at Woodlawn Avenue. This memorandum is to provide background information to accompany the Draft Plans that are attached. We seek approval of this work as soon as possible.

**Background:**

With the recent opening of the Woodlawn Avenue railroad crossing, and the accompanying closure of the railroad crossing at Walnut Grove, it is necessary to route the trucked deliveries to the University's Physical plant along Woodlawn Avenue and 11<sup>th</sup> Street, and this includes a right turning movement along the NE corner of this intersection which it is currently unable to accommodate.

Trucked deliveries to the plant include triaxle dump trucks carrying coal, and these run several per day. Deliveries also include a more limited number of highway sized (53' trailer) tractor/trailer combinations which have a much larger turning radius than the triaxle dump trucks. While these are generally limited to just a few per day, the pavement must accommodate these vehicles safely as well.

Also of note is that the Woodlawn corridor in general is intended to be the primary north-south bus route to the Union Building and central campus area. Trucks at 11<sup>th</sup> and Woodlawn must occupy the same intersection with these large vehicles operating throughout the day.

Indiana university owns the property in the NE corner of 11<sup>th</sup> and Woodlawn.

Lastly, the University is initiating a design process for the section of Woodlawn between the recently completed projects at 10<sup>th</sup> and the railroad crossing. This project is expected to widen Woodlawn to the established section of two traffic lanes plus bike lanes in both directions, with tree plots and relatively wide sidewalks on both sides. A total 65' right of way to right of way section is anticipated, and due to property ownership, IU expects this widening to occur mostly to the east of the existing two lane street. Any investment in the 11<sup>th</sup> and Woodlawn intersection should be compatible with this future project, but is not necessarily intended to be the final work at this location. It has not yet been determined whether the new corridor project will replace the retaining wall in this area, but the immediate project will remove it and establish a lawn/slope at least for now. That project is anticipated in the summer of 2017.





### **Proposal:**

- 1) Eliminate parking on the north side of 11<sup>th</sup> between Woodlawn and Forrest.
- 2) Change the section of 11<sup>th</sup> Street between Woodlawn and Forrest to two-way operation.
- 3) Widen the northeast corner radius to accommodate truck traffic making the right turn from westbound 11<sup>th</sup> to Woodlawn.
- 4) Perform needed roadway patching in the vicinity of this intersection, focused on areas that already show substantial cracking and can be deemed likely to fail under the increased loading of trucking (and bussing) needs.
- 5) Perform related work in the northeast corner of 11<sup>th</sup> and Woodlawn including: remove the existing retaining wall, cut this slope back to a mowable condition, remove 1 tree, prune all trees along the north side of 11<sup>th</sup> to accommodate trucks below the canopy (15'), replace the curb, sidewalk, ramp and crosswalks as needed within the limits of work.

### **Supporting Info:**

The section of 11<sup>th</sup> between Woodlawn and Forrest is currently one-way eastbound, then Woodlawn changes to two-way at Forrest. The existing pavement is currently 24' wide. It is marked for a 4' bike lane on the south side, then the other 20' provides a single lane eastbound and east-facing parking lane along the north side.

It is proposed to change one block of 11<sup>th</sup> Street to two 10' traffic lanes (two-way operation), retaining the existing 4' bike lane eastbound to maintain continuity of this bike lane both east and west of this area.

#### **The proposal is based on the following design criteria for the truck turning:**

The 53' trailer combination requires a much larger radius to successfully negotiate the turn and remain on the roadway. It is the controlling movement that must be met.

Because the truck traffic is only a few times per day, some encroachment is allowable and preferred to reduce the length of the crosswalks to that corner.

We have identified a designed encroachment of 4' along 11<sup>th</sup> Street and 6' along Woodlawn – this means that the truck can line up 4' across the centerline of 11<sup>th</sup>, then turn and cross the Woodlawn centerline by 6' in the execution of the turn. We have set these numbers because each condition would allow the opposing traffic to have 10' of pavement to the curb face, allowing them to move into the bike lane to avoid the truck's path. Given the anticipated traffic Woodlawn, this is safer than full obstruction.

The inside curb for the turn (the northeast side of the intersection) is intended to provide a 1' offset to the face of curb since trucks won't always align properly and overtopping the curbs with the trailer is to be avoided in a high pedestrian area.

Encroachment allowed and offset distance each have a dramatic effect on the resulting crosswalk length, but we believe it is important to offer the opposing traffic a minimum amount of clear space, and to prevent the trucks from overtopping the curbs. Pedestrians in this area are frequently inattentive, and there is a presumption of safety behind the curb. Allowing opposing traffic to shift into the bike lane is another recognized concern, but again, not offering the trucks encroachment space means the corner radius would be much farther out, further lengthening the crosswalks. The resulting crosswalks are relatively long, but the shorter ones on the west and south legs of the intersection will still be available. Given the number of trucks and the likelihood of frequent meetings with bus traffic, we believe this presents a reasonable compromise of the conflicting needs.





Woodlawn Avenue, north of 11<sup>th</sup>. Wall to be removed, broken pavement to be replaced.



11<sup>th</sup> Street east of Woodlawn.







NE corner condition – looking south/southeast.



NE corner condition, looking north/northwest. IU chilled water structure to be rebuilt by IU.







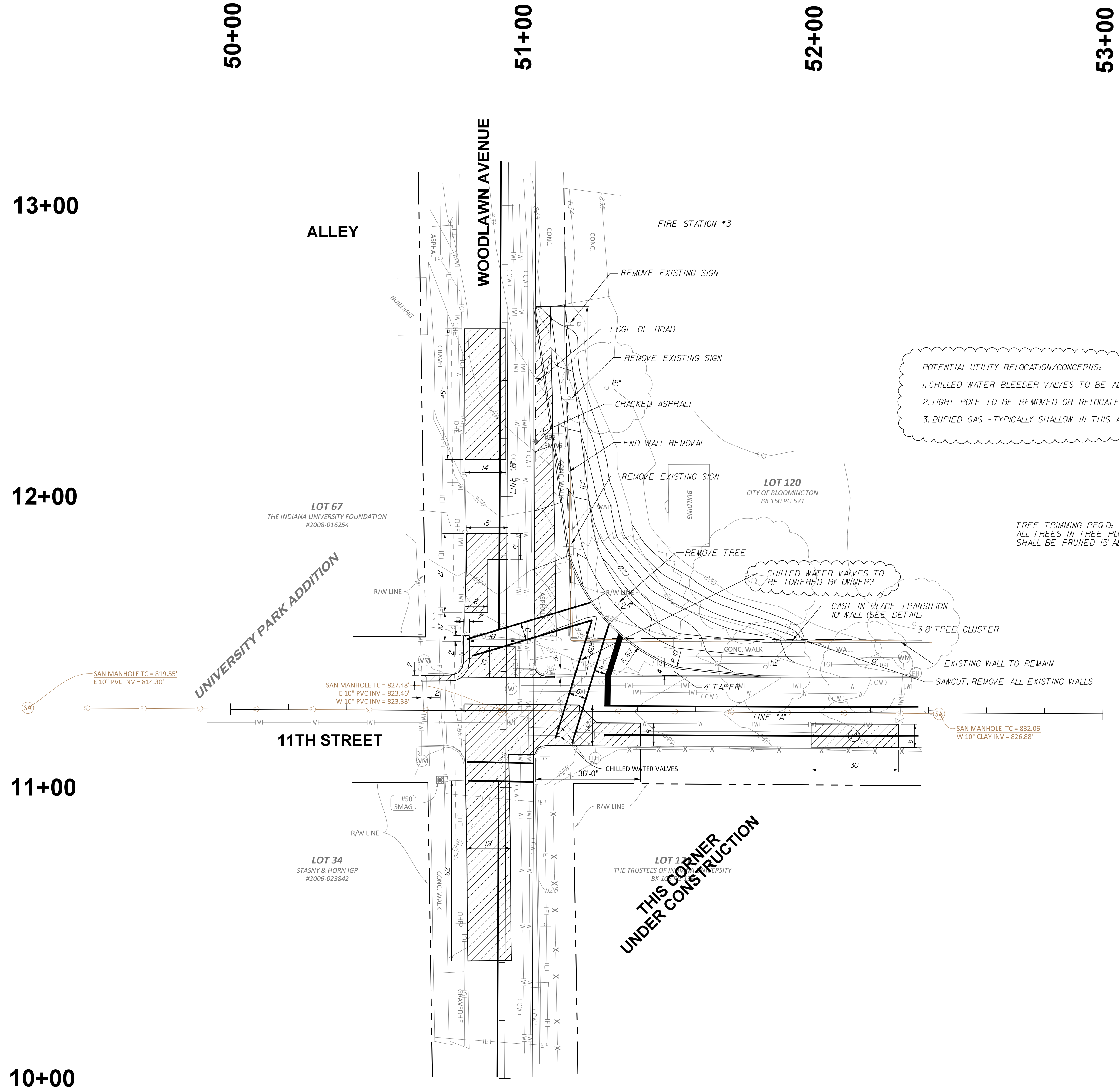
Close up of existing concrete/block wall to be mostly removed.



11<sup>th</sup> Street east of Woodlawn, looking east. Trees to be pruned for curb-side traffic.







**POTENTIAL UTILITY RELOCATION/CONCERNS:**

1. CHILLED WATER BLEEDER VALVES TO BE ADJUSTED DOWN APPROX. 18".
2. LIGHT POLE TO BE REMOVED OR RELOCATED.
3. BURIED GAS - TYPICALLY SHALLOW IN THIS AREA.

**TREE TRIMMING REQ'D:**  
ALL TREES IN TREE PLOT ALONG NORTH SIDE OF 11TH STREET SHALL BE PRUNED 15' ABOVE STREET PAVEMENT.

CHILLED WATER VALVES TO BE LOWERED BY OWNER?

**THIS CORNER UNDER CONSTRUCTION**

REVISIONS	DATE	BY

PREPARED BY:  
  
 Brock Ridgway  
 1321 Laurel Oak Drive  
 Avon, Indiana 46123  
 (317) 750-9672

REGISTERED PROFESSIONAL ENGINEER  
 No. 19300092  
 STATE OF INDIANA

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
<i>B. R. Michay</i>		9/20/2016
DESIGNED: BR	DRAWN: SCS	CHECKED: BR
CHECKED: MT		

INDIANA UNIVERSITY BLOOMINGTON  
 11TH AND WOODLAWN INTERSECTION  
 INTERSECTION PLAN

IU PROJECT NUMBER	20164528
CONSULTANT PROJECT NUMBER	146
SHEETS	5
OF	6



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**MEMORANDUM**

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: September 28, 2016  
Re: E. 8th St and N. Grant St Intersection – Stop Control Options

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**Background**

This request started as a citizen's concern regarding shrubs blocking line of sight on the northwest corner of this intersection. The issue cited was as follows: 'NW corner of Grant/8th has shrubs that hinder view of oncoming traffic when traveling south on Grant. When you get to the intersection you have to slowly pull into it because the shrubs prevent you from seeing cars traveling east on 8th Street, and they don't have a stop sign on 8th so they just plow through the intersection. This has been a hazard off and on for years'.

Currently Grant Street has stop signs and 8th Street (one-way eastbound) does not. Traffic volumes on Grant Street are 1,433 vehicles per day while traffic volumes on 8<sup>th</sup> Street are only 506 vehicles per day. A review of crash data between September 2014 and September 2016 indicates 2 crashes in which limited sight distance may have been a contributing factor in the crash. On-street parking and shrubs on the northwest corner of the intersection limit sight distance for motorists traveling south on Grant Street.

**Recommendation:** Staff recommends placing stop control on 8<sup>th</sup> Street instead of Grant Street in order to stop the lower volume street. In addition, staff recommends relocating the on-street parking on Grant Street from the west side to the east side for half of a block both north and south of 8<sup>th</sup> Street in order to improve sight distance for eastbound vehicles on 8<sup>th</sup> Street. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.



*View of existing sight distance traveling south on Grant looking west on 8th*





*Looking east on 8th towards the intersection with Grant Street.*



*Looking west on 8th towards the intersection with Grant Street.*

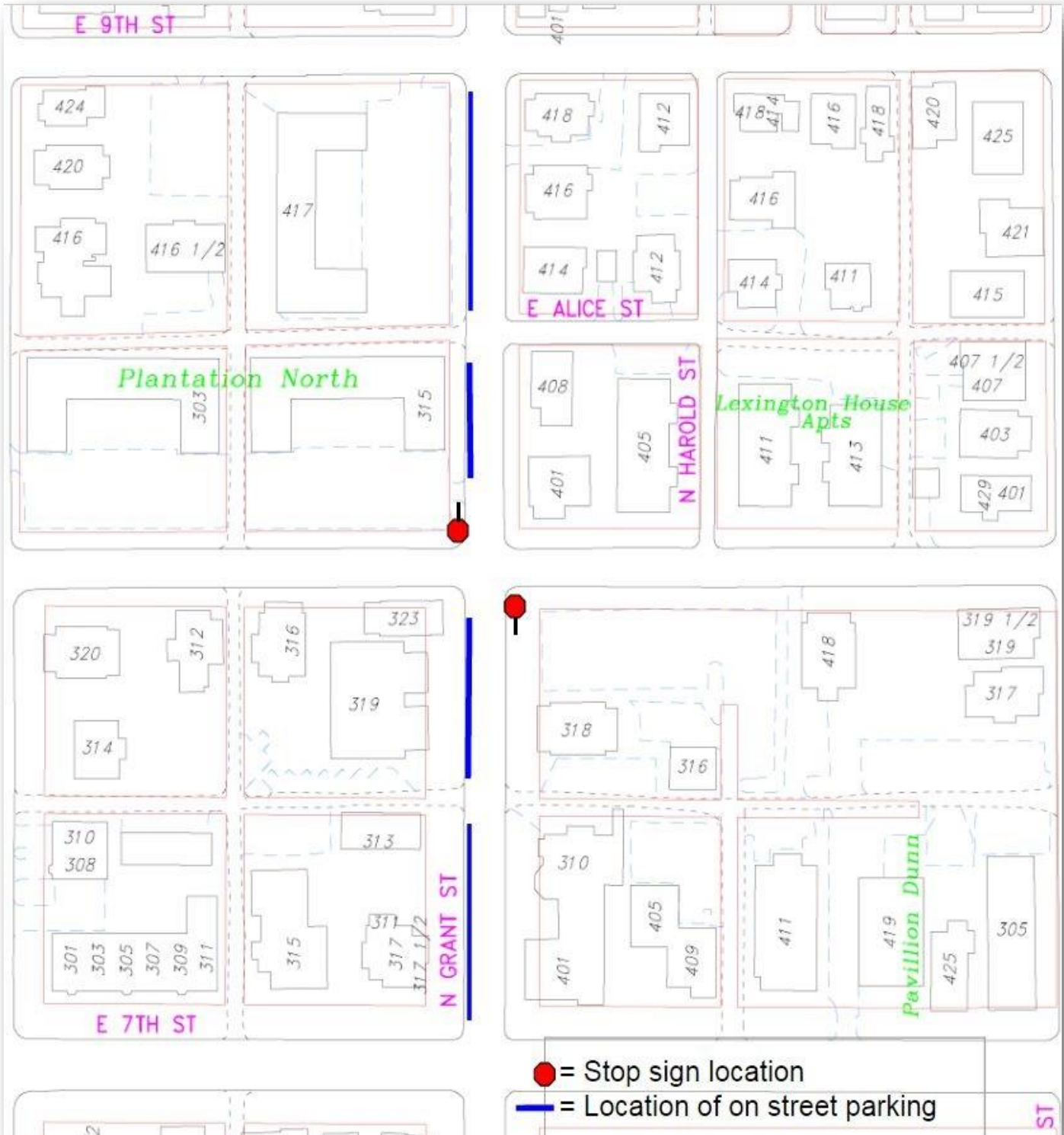




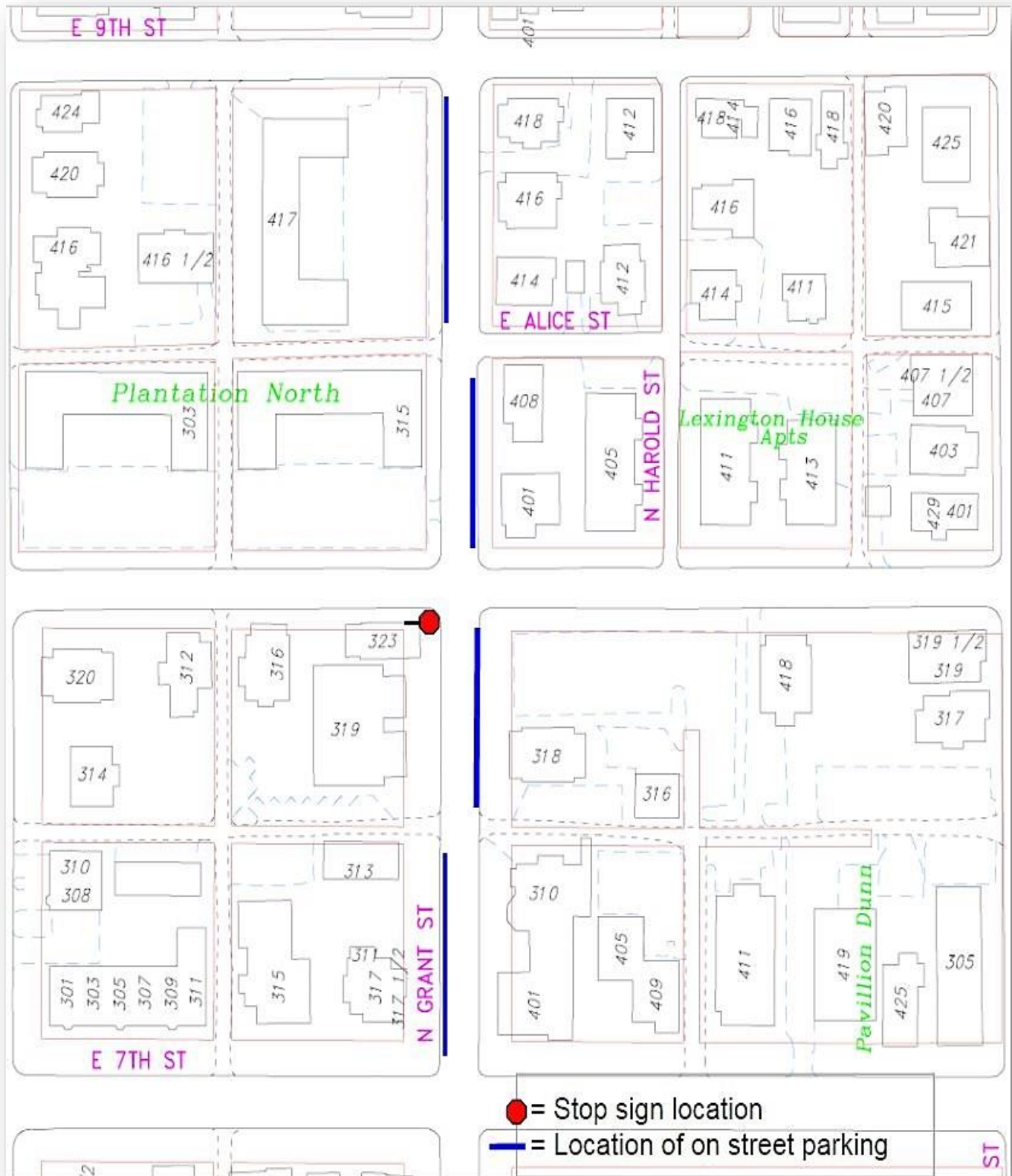
*Looking north on Grant towards the intersection with 8th Street.*



*Looking south on Grant towards the intersection with 8th Street.*



Current on street parking and Stop controls



Proposed on street parking and Stop Control





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## MEMORANDUM

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: September 28, 2016  
Re: Highland Ave – Revise On-Street Parking Configuration to Improve Visibility

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### Background

At the April 27, 2016 meeting, the Traffic Commission heard a Traffic Inquiry regarding the intersection of E 3rd St and S. Highland Ave. A building in southeast corner of this intersection limits sight distance, including visibility of approaching pedestrians. The request at that time was to review the intersection and decide what options may improve safety for drivers and pedestrians at this location. This inquiry was in response to a citizen's concern reported on April 11, 2016: 'When heading N on Highland and turning L onto 3rd Street, it is extremely difficult to see around the TIS Bookstore. Cars with long noses practically have to inch out into traffic to see whether any vehicles are coming. (I suspect this may be partly responsible for the collision at the intersection I saw a few days ago.) My suggestion for a solution is to install convex traffic mirrors to increase visibility around the corner. These are used to excellent effect in the many tight corners in Europe, where streets and buildings often existed long before modern traffic conditions'.

There have been five reported crashes over the last 24 months near this intersection, but none of them appear to be related to sight distance. Traffic counts taken in April 2013 at E 3rd between S Swain Ave and S Mitchell St show an average daily traffic of 11,472 vehicles. Recent traffic counts on S Highland are not available. Pedestrian activity in the area is very high, but no pedestrian accounts are available.

City staff have evaluated the intersection and determined that improved sight distance would be beneficial, particularly to improve the visibility of westbound pedestrians. Staff's proposal is to modify on-street parking on Highland Avenue in order to shift northbound traffic on Highland Ave to the west. This shift would improve drivers' visibility of westbound traffic and pedestrians on E 3<sup>rd</sup> St. The parking modifications would also improve visibility of northbound vehicles on Highland Ave for pedestrians traveling West on E 3<sup>rd</sup> St. Two options for this proposal are described below. Both options require reducing the number of on-street parking spaces in order to improve visibility.

Option #1 – Switch parking from the west side of Highland to the east side of Highland to shift northbound vehicles to the west (away from the corner of the building).

There are currently 9 parking spaces along the NW side of Highland Ave. This option would remove 4 of those spaces and leave 5 parking spaces on the NE side of Highland Ave.

This option potentially makes the east sidewalk a less comfortable place to walk. This relatively narrow sidewalk (5' wide) would be located directly next to the wall of the building on one side and parked cars on the other. The sidewalk on the west side is the same width but is located next to a grassy area instead of a wall.

**Option #2** – Leave parking on the west side of Highland, restrict the northernmost parking spaces, and shift northbound vehicles to the west using striping and delineator posts.

This option may be less aesthetically pleasing and would slightly increase the City’s maintenance burden. Ideally this improvement would be implemented with concrete, but is proposed with only striping and delineator posts to reduce costs and accelerate implementation. There are currently 9 parking spaces along the NW side of Highland Ave. This option would remove 3 of those spaces and leave 6 parking spaces on the NW side of Highland Ave.

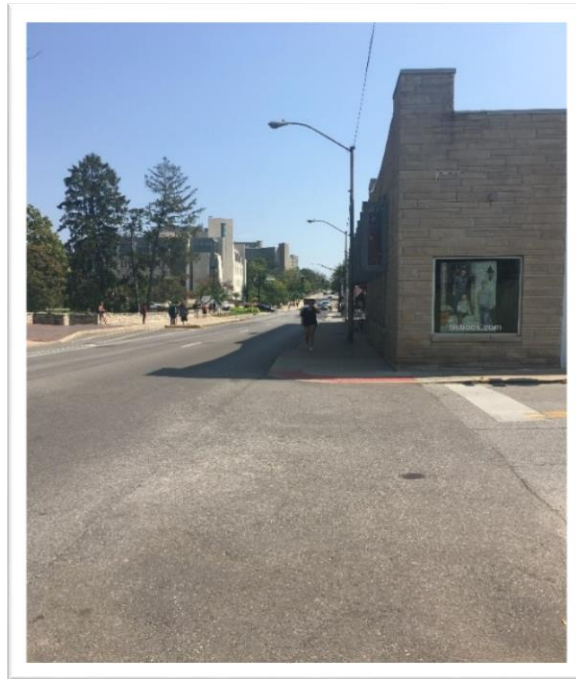
**Recommendation:** Staff recommends reconfiguring the existing on-street parking spaces along Highland Avenue utilizing either option proposed. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.



Current drivers’ line of sight looking East at 3<sup>rd</sup> St traveling North on Highland



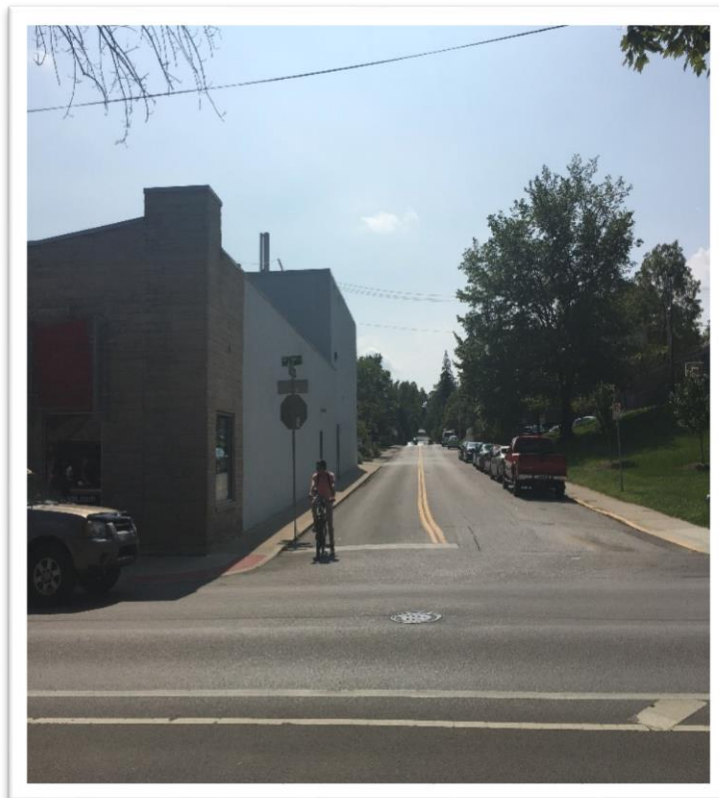
Pedestrian view of 3<sup>rd</sup> and Highland intersection traveling West on sidewalk adjacent to 3<sup>rd</sup> St



Pedestrian view of 3<sup>rd</sup> and Highland intersection traveling East on sidewalk adjacent to 3<sup>rd</sup> St

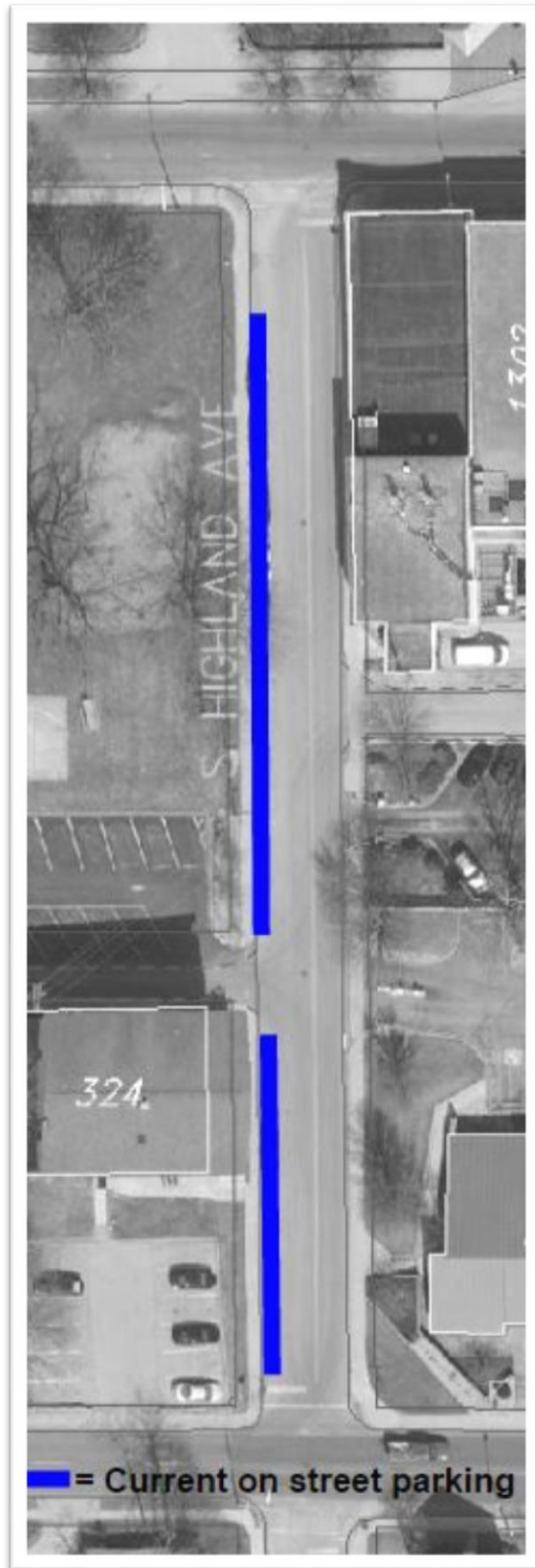


View of 3<sup>rd</sup> and Highland intersection facing North on Highland



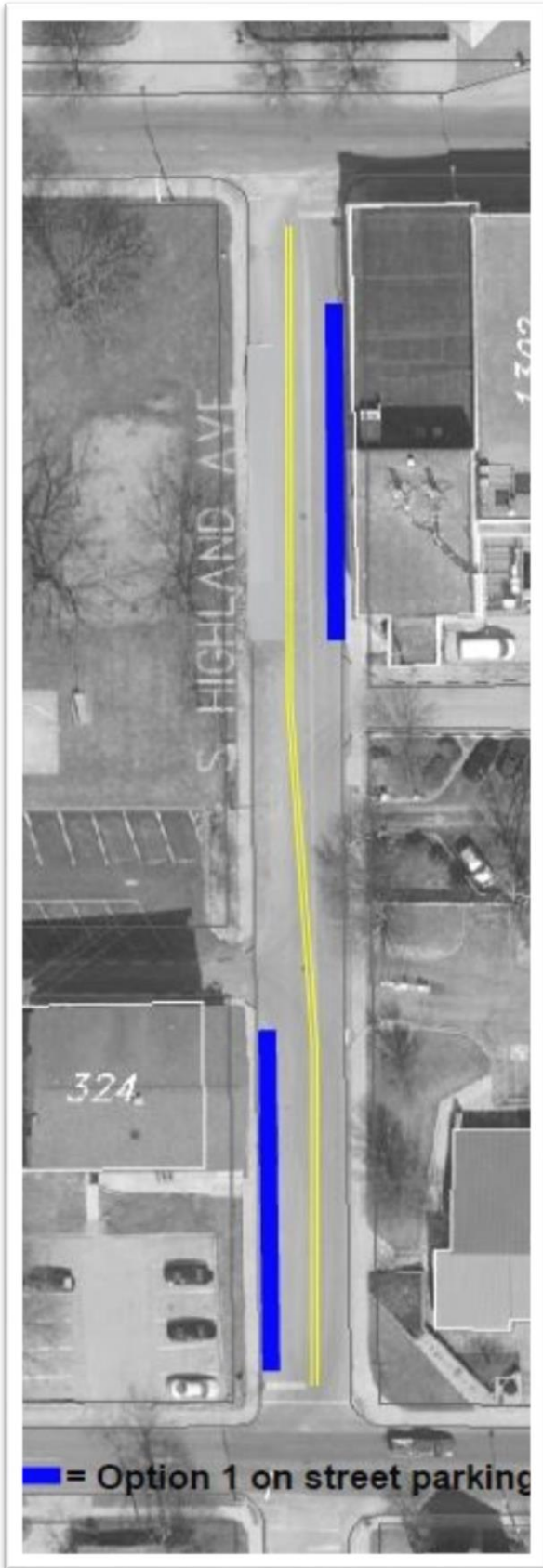
View of 3<sup>rd</sup> and Highland intersection facing south





Existing Configuration





Option #1



Option #2



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**MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: September 8, 2016  
Re: Traffic Speed Enforcement Requests

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**Background**

City staff occasionally receives requests from the public for traffic speed enforcement in specific areas. Often times these are from neighborhood associations or other organized groups, but they also come from individual citizens as well. Generally this will involve targeted Police Department enforcement, but it also can potentially be followed up with speed boards (signs that visually display a vehicle's speed) and speed counters (tubes placed on the road that collect detailed traffic and speed data) that are deployed by Planning and Transportation Department personnel.

The issue facing staff is how to best approach these requests. Should these simply be one-time requests that are forwarded to the Police Department as they are received? Or should there be an established procedure to process these requests so that the Traffic Commission can determine need and provide formal input (much like the current Traffic Inquiry process)? If so, should there be an established notification process that accompanies these requests? This could potentially involve notifying adjacent property owners or City Council members about pending requests, which would be similar to the public notices that other City boards and commissions require (examples include the Board of Zoning Appeals and the Historic Preservation Commission).

The administration and enforcement of traffic regulations is within the established purview of the Traffic Commission. Bloomington Municipal Code 2.12.070 outlines the purpose and duties of the Traffic Commission (see below, emphasis added).

(1) Purpose—Duties. It shall be the duty of the commission, and to this end it shall have the authority within the limits of the funds at its disposal, to coordinate traffic activities, to carry on educational activities in traffic matters, to supervise the preparation and publication of traffic reports, to receive complaints having to do with traffic matters, and to recommend to the common council and to appropriate city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations.

**Recommendations**

Staff would like the Traffic Commission to discuss this issue and provide guidance for how to manage these types of requests in the future.



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**MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: September 28, 2016  
Re: Traffic Inquiries

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**Background**

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

Basic information on Traffic Inquiries received by the Department are summarized below, as well as listed on the agenda. A respective map 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.

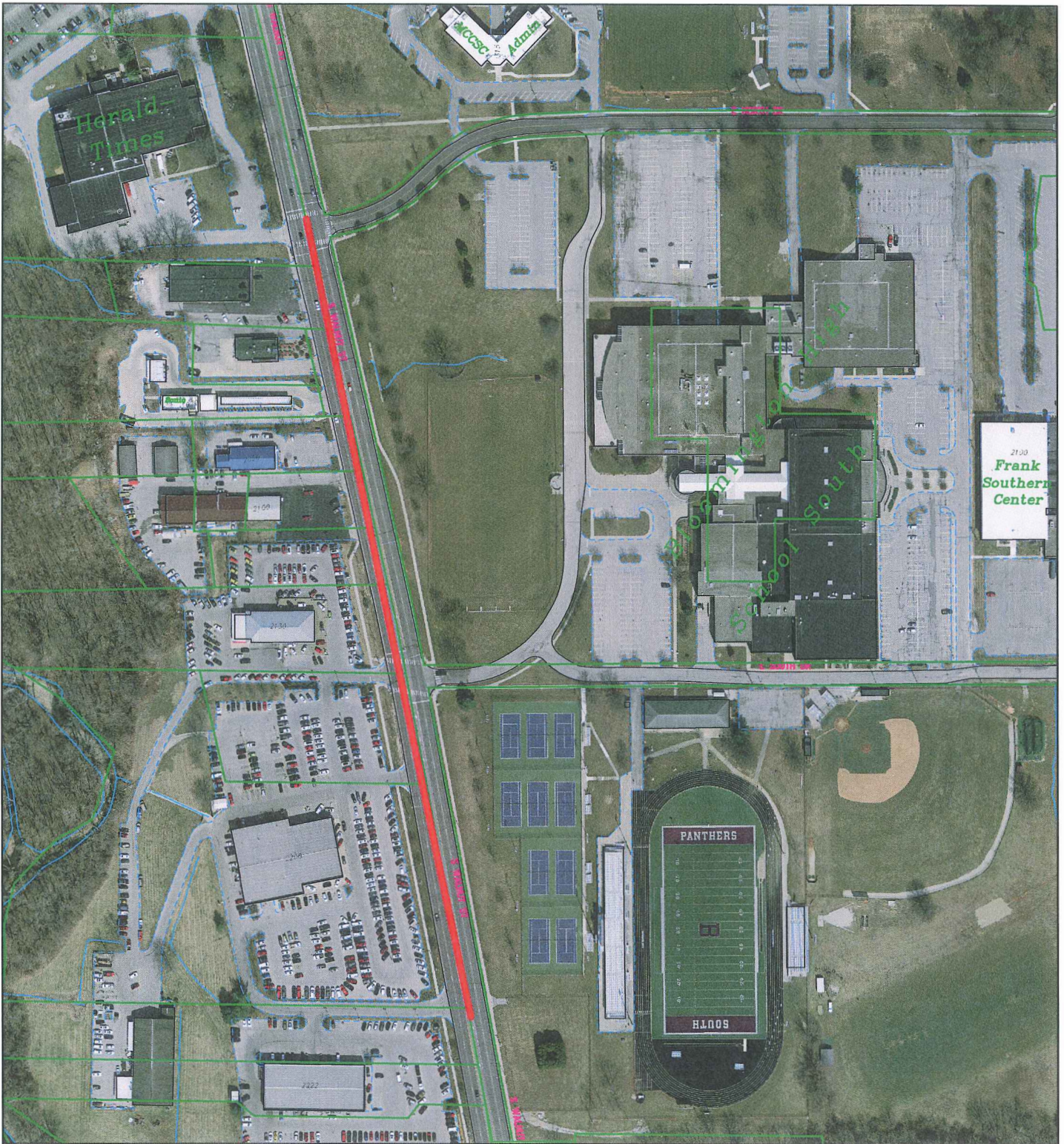
**Traffic Inquiries**

- A citizen request for a new 20 mph school speed zone on S. Walnut Street for Bloomington High School South (one currently exists on Henderson Street).

**Recommendations**

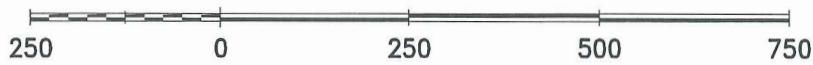
Staff requests that the Traffic Commission identify if this Traffic Inquiry needs further analysis before a future case can be heard. The specific types of data and information that the Traffic Commission would like to review, as well as any possible solutions to consider, are also requested by staff.





Create a School Speed Zone on S. Walnut Street  
 Bloomington South High School

By: nickeln  
 1 Sep 16



For reference only; map information NOT warranted.

City of Bloomington  
 Planning & Transportation



Scale: 1" = 250'





Looking north on S. Walnut Street (~65') in front of Bloomington High School South.



Looking south on S. Walnut Street (~65') in front of Bloomington High School South.

On Fri, Aug 26, 2016 at 10:21 AM, Johnny smith <[d\\_\\_\\_\\_\\_@gmail.com](mailto:d_____@gmail.com)> wrote:

I recognize a need for School Zone signs on S. Walnut St. in front of Bloomington South High School. There are currently no School Zone indicator signs, regulatory speed reduction signs or Police presence enforcing current speed limits on South Walnut Street in the Bloomington South School Zone helping to protect the children who are self commuting to school. I also noticed no signage in front of Templeton Elementary School off Henderson St. Bloomington South has a regulatory speed reduction sign behind the school on Henderson St. I am asking the city of Bloomington to please address this issue as soon as possible.