

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
November 16, 2016  
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – October 26, 2016\*
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
  - A. E. 2<sup>nd</sup> Street/Swain Avenue traffic data
- VI. Old Business – none
- VII. New Business –
  - A. E. 9<sup>th</sup> and Grant Streets intersection - modify stop controls and on-street parking configuration\*
  - B. W. Moravec Way – create no parking zones\*
  - C. E. 3<sup>rd</sup> Street/Overhill Drive - turn restriction guidance
- VIII. Traffic Inquiries – none
- IX. Adjournment

*Next meeting – December 14, 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  
October 26, 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, Markeus Farrand, Judi Maki, Abigail Pietsch, and Sarah Ryterband

Others in Attendance: Evan Batcho, James Brosher, Neil Kopper (Staff), Nate Nickel (Staff) and Scott Robinson (Staff)

- I. Call to Order** (~5:30 PM)
- II. Approval of Minutes** – September 28, 2016. Mr. Cibor sent several edits to staff and motioned to approve the minutes with those corrections; Mr. Farrand seconded. **The motion passed 6-0.**
- III. Public Comment** – none.
- IV. Communications from Commission** – none
- V. Reports from Staff** - Mr. Kopper provided an update regarding the planned Rogers Road multi-use path. The design for this is prioritized for MPO funding in Fiscal Year 2017, which has already started. A search is underway to select an engineering consultant, and once that is complete, the design process will begin. He noted that this project should address the design of the Rogers/Stands intersection, which has been a source of concern for neighbors.
- VI. Old Business** - None
- VII. New Business** –
  - A. S. Fairview Street On-Street Parking\*** - Mr. Nickel provided an overview of this request to eliminate on-street parking restrictions as detailed in the packet. He explained the background and the goal of cleaning up the varied regulations in Title 15. Ms. Maki asked whether this proposal would apply to just the new bump-out parking areas, or all of Fairview. Mr. Nickel said it would be for all of Fairview, but that could be changed by the Commission. Ms. Maki expressed concern about the narrow width of the street. Mr. Robinson explained that the street experiences low traffic volumes; the on-street parking could also act as a deterrent to speeding, which was originally a main concern of neighbors. Ms. Ryterband asked about traffic counts and data, plus ways to better protect pedestrians. Mr. Cibor gave several on-street parking restriction

options that could be implemented if issues did occur. Mr. Cobine asked to have the current parking regulations clarified. He felt this street would be a good area to eliminate restrictions and start fresh. Ms. Ryterband was interested in hearing more neighborhood feedback. She approved of finding ways to reduce traffic speeds for the neighborhood. Mr. Cobine motioned to make a positive recommendation to the City Council to eliminate the parking restrictions on Fairview Street and Mr. Cibor seconded. **The motion passed 6-1.**

**B. College Avenue/8<sup>th</sup> Street Intersection – parking restrictions to improve sight distance\*** – Mr. Kopper gave an overview of this request to eliminate two parking spaces on College Ave. He noted that it originated through a request from Monroe County Commissioner Thomas relating to the County's new parking garage, which will be opening soon. Mr. Kopper said her original request was to open 8<sup>th</sup> Street to 2-way traffic, but he felt that this parking restriction would better address the situation. He also said that the project will add bump-outs at the intersection, plus the handicap accessible space would be maintained. Ms. Ryterband encouraged looking into additional bicycle parking in this area. Mr. Cobine motioned to restrict parking as proposed, Mr. Batcho seconded. **The motion passed 7-0.**

**C. Bike Code Changes** – Mr. Robinson presented the proposed changes to Title 15 regarding bicycles. He noted that it is draft language and that he is working with the City's Legal Department to further refine. The Bicycle and Pedestrian Safety Commission already reviewed these changes. Mr. Batcho said that the current requirements for City bicycle registration and decals are not very helpful. Ms. Ryterband mentioned concern about bicyclists going the wrong way on a street when a sidewalk is available. She has often seen this on Bloomfield Road at night many times. She voiced her support for this measure. Mr. Cobine noted that bicyclists are already allowed to ride on the sidewalk if they are under a certain wheel diameter. Mr. Batcho said that kids are safer riding on sidewalks versus the street. Ms. Maki said that many sidewalks have a low pedestrian volume, like Jordan Avenue, so it would be more safe and efficient to have bicyclists use them rather than the street. Mr. Farrand noted that bicyclists are not allowed on the sidewalk on the Indiana University campus because there are so many people walking. He is an active pedestrian and is concerned about the mix of bicyclists and pedestrians being problematic. Ms. Maki asked about skate boards and roller skates being in compliance with the City Code. Mr. Robinson said that the City is trying to acknowledge all users of the transportation system. The goal is that if you are in the street, you should operate as a vehicle. This increases the safety context for all versus simply tailoring rules to the mode of travel. Mr. Kopper noted that this proposal also would bring the City's Code into better compliance with the State's Code.

Ms. Ryterband noted that lack of lights are an issue for many skateboarders and that education on the rules of the road is very important. Mr. Robinson agreed, noting the Civil Streets campaign to address this. Mr. Cobine motioned to make a positive recommendation to the City Council to approve the Title 15 changes and Mr. Farrand seconded. **The motion passed 7-0.**

**D. Parking Code Changes** – Mr. Robinson presented the proposed changes to Title 15 regarding parking. Mr. Cibor mentioned that the changes will permit back-in angled parking, but won't identify the precise locations for these spaces. He also said there are currently 22 permitted locations for private parking spaces. Several of these no longer meet the City's criteria, plus ADA requirements now make private parking spaces more difficult for the City to provide. As a result, it is now legally a good reason to eliminate this type of parking and find other options for those needing parking spaces. Mr. Cobine motioned to make a positive recommendation to the City Council to approve the Title 15 changes and Ms. Pietsch seconded. **The motion passed 7-0.**

#### **VIII. Traffic Inquiries –**

**A. E. 1<sup>st</sup> Street – request to reduce traffic speeds between Lincoln and Henderson Streets** – Mr. Nickel described the details of this request and that it originated as a constituent concern to Councilmember Piedmont-Smith. Mr. Broshner spoke and asked the Commission to explore various options that would lower traffic speeds. Ms. Ryterband asked about speed counts and traffic data. Mr. Cobine asked about the posted speed limit, as well if there were any bike facilities. Mr. Cibor said that it was signed 30 mph. Mr. Robinson said that this road is a signed bike route. Mr. Cobine noted that a bike lane could be added as a potential solution to lower traffic speeds. Ms. Ryterband agreed and said that this section would be a good candidate for a “road diet”, but the traffic and speed data would first need to be studied. Mr. Broshner added that he would like to see a bike lane added here. Several Commissioners noted that the configuration of on-street parking could be modified to narrow the street width in order to reduce traffic speeds. Ms. Pietsch said that adding more stop signs might not be a good solution because she has noted people running the stop signs at the Henderson Street intersection. She agreed with Ms. Ryterband that more data would be needed before making a decision. Mr. Cibor said he was not convinced that simply adding a bike lane or on-street parking would reduce traffic speeds or increase the safety of bicyclists. Staff was directed to study the traffic and speed data for this section of E. 1<sup>st</sup> Street and report back to the Commission at a future date.

#### **IX. Adjournment (~6:40 PM)**

*Next meeting – November 16, 2016*

*\*Action requested*

## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4451  
Station ID:  
E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

Start Time	13-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	11	14	16	11	*	*	*	*	*	*	14	12
01:00	*	*	*	*	7	10	11	5	*	*	*	*	*	*	9	8
02:00	*	*	*	*	6	1	4	8	*	*	*	*	*	*	5	4
03:00	*	*	*	*	1	2	4	6	*	*	*	*	*	*	2	4
04:00	*	*	*	*	3	3	2	2	*	*	*	*	*	*	2	2
05:00	*	*	*	*	6	4	5	5	*	*	*	*	*	*	6	4
06:00	*	*	*	*	6	14	9	17	*	*	*	*	*	*	8	16
07:00	*	*	*	*	46	64	41	62	*	*	*	*	*	*	44	63
08:00	*	*	*	*	70	108	72	99	*	*	*	*	*	*	71	104
09:00	*	*	*	*	75	97	73	107	*	*	*	*	*	*	74	102
10:00	*	*	*	*	79	96	80	113	*	*	*	*	*	*	80	104
11:00	*	*	*	*	104	104	100	116	*	*	*	*	*	*	102	110
12:00 PM	*	*	*	*	121	139	113	155	*	*	*	*	*	*	117	147
01:00	*	*	*	*	112	140	111	147	*	*	*	*	*	*	112	144
02:00	*	*	*	*	122	150	112	148	*	*	*	*	*	*	117	149
03:00	*	*	*	*	125	147	143	167	*	*	*	*	*	*	134	157
04:00	*	*	*	*	159	190	165	177	*	*	*	*	*	*	162	184
05:00	*	*	*	*	149	176	148	193	*	*	*	*	*	*	148	184
06:00	*	*	*	*	98	139	108	147	*	*	*	*	*	*	103	143
07:00	*	*	*	*	89	145	111	116	*	*	*	*	*	*	100	130
08:00	*	*	*	*	84	94	82	116	*	*	*	*	*	*	83	105
09:00	*	*	*	*	49	76	52	102	*	*	*	*	*	*	50	89
10:00	*	*	*	*	32	52	42	59	*	*	*	*	*	*	37	56
11:00	*	*	*	*	31	19	32	18	*	*	*	*	*	*	32	18
Lane Day	0	0	0	0	1585	1984	1636	2096	0	0	0	0	0	0	1612	2039
AM Peak	-	-	-	-	11:00	08:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	-	-	104	108	100	116	-	-	-	-	-	-	102	110
PM Peak	-	-	-	-	16:00	16:00	16:00	17:00	-	-	-	-	-	-	16:00	16:00
Vol.	-	-	-	-	159	190	165	193	-	-	-	-	-	-	162	184

Comb. Total	0	0	3569	3732	0	0	0	3651
ADT	ADT 3,650	AADT 3,650						



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Station ID:  
E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

Eastbound																Pace	Number
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in Pace
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/16/15	0	1	4	9	2	0	0	0	0	0	0	0	0	0	16	21-30	13
01:00	0	1	5	3	2	0	0	0	0	0	0	0	0	0	11	20-29	8
02:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0	4	19-28	2
03:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
05:00	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5	24-33	3
06:00	1	0	3	3	2	0	0	0	0	0	0	0	0	0	9	21-30	6
07:00	1	1	10	22	7	0	0	0	0	0	0	0	0	0	41	21-30	32
08:00	0	3	19	36	11	3	0	0	0	0	0	0	0	0	72	21-30	55
09:00	3	4	24	33	9	0	0	0	0	0	0	0	0	0	73	21-30	57
10:00	5	6	19	39	10	1	0	0	0	0	0	0	0	0	80	21-30	58
11:00	6	9	32	39	13	1	0	0	0	0	0	0	0	0	100	21-30	71
12 PM	2	9	29	63	9	1	0	0	0	0	0	0	0	0	113	21-30	92
13:00	2	8	34	55	11	1	0	0	0	0	0	0	0	0	111	21-30	89
14:00	1	6	36	55	13	1	0	0	0	0	0	0	0	0	112	21-30	91
15:00	2	8	43	70	19	1	0	0	0	0	0	0	0	0	143	21-30	113
16:00	8	9	42	83	21	2	0	0	0	0	0	0	0	0	165	21-30	125
17:00	9	9	28	70	32	0	0	0	0	0	0	0	0	0	148	26-35	102
18:00	6	7	27	53	15	0	0	0	0	0	0	0	0	0	108	21-30	80
19:00	1	7	32	55	15	0	1	0	0	0	0	0	0	0	111	21-30	87
20:00	2	9	28	37	6	0	0	0	0	0	0	0	0	0	82	21-30	65
21:00	0	7	13	21	10	0	1	0	0	0	0	0	0	0	52	21-30	34
22:00	1	3	11	19	8	0	0	0	0	0	0	0	0	0	42	21-30	30
23:00	1	2	10	12	3	4	0	0	0	0	0	0	0	0	32	21-30	22
<b>Total</b>	<b>52</b>	<b>109</b>	<b>454</b>	<b>781</b>	<b>221</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1636</b>		
<b>Percent</b>	<b>3.2%</b>	<b>6.7%</b>	<b>27.8%</b>	<b>47.7%</b>	<b>13.5%</b>	<b>1.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00									11:00		
Vol.	6	9	32	39	13	3									100		
PM Peak	17:00	12:00	15:00	16:00	17:00	23:00	19:00								16:00		
Vol.	9	9	43	83	32	4	1								165		
<b>Total</b>	<b>105</b>	<b>221</b>	<b>856</b>	<b>1548</b>	<b>448</b>	<b>39</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3221</b>		
<b>Percent</b>	<b>3.3%</b>	<b>6.9%</b>	<b>26.6%</b>	<b>48.1%</b>	<b>13.9%</b>	<b>1.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 20 MPH  
50th Percentile : 26 MPH  
85th Percentile : 30 MPH  
95th Percentile : 33 MPH

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 2404  
Percent in Pace : 74.6%  
Number of Vehicles > 25 MPH : 2039  
Percent of Vehicles > 25 MPH : 63.3%  
Mean Speed(Average) : 26 MPH

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Site Code: s4451  
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E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/15/15	0	2	5	6	1	0	0	0	0	0	0	0	0	0	14	21-30	11
01:00	0	0	7	2	1	0	0	0	0	0	0	0	0	0	10	21-30	9
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
05:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
06:00	0	0	3	8	3	0	0	0	0	0	0	0	0	0	14	26-35	11
07:00	2	7	15	34	5	1	0	0	0	0	0	0	0	0	64	21-30	49
08:00	2	3	26	<b>60</b>	<b>14</b>	<b>3</b>	0	0	0	0	0	0	0	0	<b>108</b>	21-30	86
09:00	2	<b>10</b>	<b>39</b>	34	11	1	0	0	0	0	0	0	0	0	97	21-30	73
10:00	1	5	31	48	11	0	0	0	0	0	0	0	0	0	96	21-30	79
11:00	<b>5</b>	5	27	56	11	0	0	0	0	0	0	0	0	0	104	21-30	83
12 PM	0	4	28	86	<b>21</b>	0	0	0	0	0	0	0	0	0	139	21-30	114
13:00	5	7	40	71	17	0	0	0	0	0	0	0	0	0	140	21-30	111
14:00	<b>10</b>	<b>13</b>	68	50	9	0	0	0	0	0	0	0	0	0	150	21-30	118
15:00	9	5	49	72	12	0	0	0	0	0	0	0	0	0	147	21-30	121
16:00	4	10	<b>74</b>	89	12	0	0	<b>1</b>	0	0	0	0	0	0	<b>190</b>	21-30	163
17:00	4	5	45	<b>102</b>	19	<b>1</b>	0	0	0	0	0	0	0	0	176	21-30	147
18:00	6	6	44	68	14	1	0	0	0	0	0	0	0	0	139	21-30	112
19:00	4	7	56	65	10	1	<b>1</b>	0	<b>1</b>	0	0	0	0	0	145	21-30	121
20:00	2	5	21	62	3	1	0	0	0	0	0	0	0	0	94	21-30	83
21:00	1	4	24	36	11	0	0	0	0	0	0	0	0	0	76	21-30	60
22:00	4	3	20	20	5	0	0	0	0	0	0	0	0	0	52	21-30	40
23:00	0	0	6	10	3	0	0	0	0	0	0	0	0	0	19	21-30	16
<b>Total</b>	<b>61</b>	<b>102</b>	<b>633</b>	<b>982</b>	<b>194</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1984</b>		
<b>Percent</b>	<b>3.1%</b>	<b>5.1%</b>	<b>31.9%</b>	<b>49.5%</b>	<b>9.8%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>11:00</b>	<b>09:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>										<b>08:00</b>	
<b>Vol.</b>	<b>5</b>	<b>10</b>	<b>39</b>	<b>60</b>	<b>14</b>	<b>3</b>										<b>108</b>	
<b>PM Peak</b>	<b>14:00</b>	<b>14:00</b>	<b>16:00</b>	<b>17:00</b>	<b>12:00</b>	<b>17:00</b>	<b>19:00</b>	<b>16:00</b>	<b>19:00</b>							<b>16:00</b>	
<b>Vol.</b>	<b>10</b>	<b>13</b>	<b>74</b>	<b>102</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>							<b>190</b>	



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**Westbound**

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/16/15	0	0	7	4	0	0	0	0	0	0	0	0	0	0	11	21-30	11
01:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
02:00	0	4	2	1	0	0	1	0	0	0	0	0	0	0	8	16-25	6
03:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	19-28	5
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
05:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
06:00	2	0	4	9	2	0	0	0	0	0	0	0	0	0	17	21-30	13
07:00	3	2	21	31	5	0	0	0	0	0	0	0	0	0	62	21-30	52
08:00	0	5	36	49	8	1	0	0	0	0	0	0	0	0	99	21-30	85
09:00	3	7	30	56	10	1	0	0	0	0	0	0	0	0	107	21-30	86
10:00	3	8	45	49	6	2	0	0	0	0	0	0	0	0	113	21-30	94
11:00	3	7	41	55	10	0	0	0	0	0	0	0	0	0	116	21-30	96
12 PM	5	10	43	83	14	0	0	0	0	0	0	0	0	0	155	21-30	126
13:00	5	10	57	55	20	0	0	0	0	0	0	0	0	0	147	21-30	112
14:00	3	11	51	70	12	1	0	0	0	0	0	0	0	0	148	21-30	121
15:00	4	9	62	83	8	1	0	0	0	0	0	0	0	0	167	21-30	145
16:00	4	11	71	76	14	1	0	0	0	0	0	0	0	0	177	21-30	147
17:00	6	6	71	90	17	3	0	0	0	0	0	0	0	0	193	21-30	161
18:00	7	9	42	80	8	1	0	0	0	0	0	0	0	0	147	21-30	122
19:00	4	8	43	53	8	0	0	0	0	0	0	0	0	0	116	21-30	96
20:00	2	8	47	44	12	3	0	0	0	0	0	0	0	0	116	21-30	91
21:00	1	9	30	48	14	0	0	0	0	0	0	0	0	0	102	21-30	78
22:00	2	7	22	23	5	0	0	0	0	0	0	0	0	0	59	21-30	45
23:00	0	0	6	10	2	0	0	0	0	0	0	0	0	0	18	21-30	16
<b>Total</b>	<b>57</b>	<b>132</b>	<b>740</b>	<b>976</b>	<b>176</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2096</b>		
<b>Percent</b>	<b>2.7%</b>	<b>6.3%</b>	<b>35.3%</b>	<b>46.6%</b>	<b>8.4%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>07:00</b>	<b>10:00</b>	<b>10:00</b>	<b>09:00</b>	<b>09:00</b>	<b>10:00</b>	<b>02:00</b>									<b>11:00</b>	
<b>Vol.</b>	<b>3</b>	<b>8</b>	<b>45</b>	<b>56</b>	<b>10</b>	<b>2</b>	<b>1</b>									<b>116</b>	
<b>PM Peak</b>	<b>18:00</b>	<b>14:00</b>	<b>16:00</b>	<b>17:00</b>	<b>13:00</b>	<b>17:00</b>										<b>17:00</b>	
<b>Vol.</b>	<b>7</b>	<b>11</b>	<b>71</b>	<b>90</b>	<b>20</b>	<b>3</b>										<b>193</b>	
<b>Total</b>	<b>118</b>	<b>234</b>	<b>1373</b>	<b>1958</b>	<b>370</b>	<b>23</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4080</b>		
<b>Percent</b>	<b>2.9%</b>	<b>5.7%</b>	<b>33.7%</b>	<b>48.0%</b>	<b>9.1%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 20 MPH  
 50th Percentile : 25 MPH  
 85th Percentile : 29 MPH  
 95th Percentile : 32 MPH

**Stats**  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 3331  
 Percent in Pace : 81.6%  
 Number of Vehicles > 25 MPH : 2355  
 Percent of Vehicles > 25 MPH : 57.7%  
 Mean Speed(Average) : 26 MPH

## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4451  
Station ID:  
E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/15/15	0	4	5	13	3	0	0	0	0	0	0	0	0	0	25	21-30	18
01:00	0	2	9	4	2	0	0	0	0	0	0	0	0	0	17	21-30	13
02:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7	26-35	6
03:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	19-28	2
04:00	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6	21-30	5
05:00	0	0	3	5	1	1	0	0	0	0	0	0	0	0	10	21-30	8
06:00	0	0	5	12	3	0	0	0	0	0	0	0	0	0	20	21-30	17
07:00	3	9	21	58	18	1	0	0	0	0	0	0	0	0	110	21-30	79
08:00	2	5	46	91	<b>29</b>	<b>4</b>	<b>1</b>	0	0	0	0	0	0	0	178	21-30	137
09:00	3	<b>13</b>	54	72	28	2	0	0	0	0	0	0	0	0	172	21-30	126
10:00	3	8	<b>57</b>	80	27	0	0	0	0	0	0	0	0	0	175	21-30	137
11:00	<b>11</b>	11	53	<b>106</b>	25	2	0	0	0	0	0	0	0	0	<b>208</b>	21-30	159
12 PM	5	9	53	146	<b>44</b>	3	0	0	0	0	0	0	0	0	260	21-30	199
13:00	9	19	69	123	31	0	0	<b>1</b>	0	0	0	0	0	0	252	21-30	192
14:00	12	22	104	112	19	3	0	0	0	0	0	0	0	0	272	21-30	216
15:00	<b>17</b>	9	83	135	26	2	0	0	0	0	0	0	0	0	272	21-30	218
16:00	7	<b>25</b>	<b>123</b>	164	29	0	0	1	0	0	0	0	0	0	<b>349</b>	21-30	287
17:00	6	15	80	<b>180</b>	42	2	0	0	0	0	0	0	0	0	325	21-30	260
18:00	11	15	66	112	29	<b>4</b>	0	0	0	0	0	0	0	0	237	21-30	178
19:00	9	14	74	109	24	2	<b>1</b>	0	<b>1</b>	0	0	0	0	0	234	21-30	183
20:00	5	10	47	105	10	1	0	0	0	0	0	0	0	0	178	21-30	152
21:00	4	7	38	62	14	0	0	0	0	0	0	0	0	0	125	21-30	100
22:00	7	12	26	31	8	0	0	0	0	0	0	0	0	0	84	21-30	57
23:00	0	4	17	21	6	2	0	0	0	0	0	0	0	0	50	21-30	38
<b>Total</b>	<b>114</b>	<b>214</b>	<b>1035</b>	<b>1749</b>	<b>421</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3569</b>		
<b>Percent</b>	<b>3.2%</b>	<b>6.0%</b>	<b>29.0%</b>	<b>49.0%</b>	<b>11.8%</b>	<b>0.9%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	09:00	10:00	11:00	08:00	08:00	08:00								11:00		
Vol.	11	13	57	106	29	4	1								208		
PM Peak	15:00	16:00	16:00	17:00	12:00	18:00	19:00	13:00	19:00						16:00		
Vol.	17	25	123	180	44	4	1	1	1						349		

## City of Bloomington Planning and Transportation Department

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

Site Code: s4451  
Station ID:  
E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/16/15	0	1	11	13	2	0	0	0	0	0	0	0	0	0	27	21-30	24
01:00	0	1	7	5	3	0	0	0	0	0	0	0	0	0	16	21-30	12
02:00	1	4	3	2	1	0	1	0	0	0	0	0	0	0	12	16-25	7
03:00	0	1	7	2	0	0	0	0	0	0	0	0	0	0	10	21-30	9
04:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	19-28	3
05:00	0	0	2	5	1	2	0	0	0	0	0	0	0	0	10	21-30	7
06:00	3	0	7	12	4	0	0	0	0	0	0	0	0	0	26	21-30	19
07:00	4	3	31	53	12	0	0	0	0	0	0	0	0	0	103	21-30	84
08:00	0	8	55	85	19	4	0	0	0	0	0	0	0	0	171	21-30	140
09:00	6	11	54	89	19	1	0	0	0	0	0	0	0	0	180	21-30	143
10:00	8	14	64	88	16	3	0	0	0	0	0	0	0	0	193	21-30	152
11:00	<b>9</b>	<b>16</b>	<b>73</b>	<b>94</b>	<b>23</b>	1	0	0	0	0	0	0	0	0	<b>216</b>	21-30	167
12 PM	7	19	72	146	23	1	0	0	0	0	0	0	0	0	268	21-30	218
13:00	7	18	91	110	31	1	0	0	0	0	0	0	0	0	258	21-30	201
14:00	4	17	87	125	25	2	0	0	0	0	0	0	0	0	260	21-30	212
15:00	6	17	105	153	27	2	0	0	0	0	0	0	0	0	310	21-30	258
16:00	12	<b>20</b>	<b>113</b>	159	35	3	0	0	0	0	0	0	0	0	<b>342</b>	21-30	272
17:00	<b>15</b>	15	99	<b>160</b>	<b>49</b>	3	0	0	0	0	0	0	0	0	341	21-30	259
18:00	13	16	69	133	23	1	0	0	0	0	0	0	0	0	255	21-30	202
19:00	5	15	75	108	23	0	1	0	0	0	0	0	0	0	227	21-30	183
20:00	4	17	75	81	18	3	0	0	0	0	0	0	0	0	198	21-30	156
21:00	1	16	43	69	24	0	1	0	0	0	0	0	0	0	154	21-30	112
22:00	3	10	33	42	13	0	0	0	0	0	0	0	0	0	101	21-30	75
23:00	1	2	16	22	5	4	0	0	0	0	0	0	0	0	50	21-30	38
<b>Total</b>	109	241	1194	1757	397	31	3	0	0	0	0	0	0	0	3732		
Percent	2.9%	6.5%	32.0%	47.1%	10.6%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	08:00	02:00									11:00	
Vol.	9	16	73	94	23	4	1									216	
PM Peak	17:00	16:00	16:00	17:00	17:00	23:00	19:00									16:00	
Vol.	15	20	113	160	49	4	1									342	
<b>Total</b>	223	455	2229	3506	818	62	5	2	1	0	0	0	0	0	7301		
Percent	3.1%	6.2%	30.5%	48.0%	11.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH  
50th Percentile : 26 MPH  
85th Percentile : 29 MPH  
95th Percentile : 33 MPH

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 5735  
Percent in Pace : 78.6%  
Number of Vehicles > 25 MPH : 4394  
Percent of Vehicles > 25 MPH : 60.2%  
Mean Speed(Average) : 26 MPH

## City of Bloomington Planning and Transportation Department

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

Site Code: s4451  
Station ID:  
E. 2nd St.  
S. Swain Ave. to S. Mitchell St.  
Latitude: 0' 0.0000 Undefined

**Eastbound, Westbound**

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/15/15	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:00	1	15	4	0	0	0	0	0	0	0	0	0	0	0	20
07:00	2	87	17	1	3	0	0	0	0	0	0	0	0	0	110
08:00	2	157	14	0	5	0	0	0	0	0	0	0	0	0	178
09:00	3	134	26	1	6	0	0	0	0	0	0	0	0	2	172
10:00	8	133	30	0	2	1	0	0	0	0	0	0	0	1	175
11:00	5	158	37	0	2	0	0	0	0	0	0	0	0	6	208
12 PM	6	204	41	1	4	1	0	0	0	0	0	0	0	3	260
13:00	9	201	38	0	2	0	0	0	0	0	0	0	0	2	252
14:00	7	215	34	0	4	2	1	0	0	0	0	0	0	9	272
15:00	9	212	35	1	1	0	0	0	2	0	0	0	0	12	272
16:00	6	284	48	1	3	0	0	0	0	0	0	0	0	7	349
17:00	4	287	26	0	5	0	0	0	0	0	0	0	0	3	325
18:00	6	203	21	0	1	0	0	0	0	0	0	0	0	6	237
19:00	3	197	24	0	1	0	0	0	0	0	0	0	0	9	234
20:00	3	158	12	0	1	0	0	0	0	0	0	0	0	4	178
21:00	0	111	11	0	1	0	0	0	0	0	0	0	0	2	125
22:00	3	69	9	0	0	0	0	0	0	0	0	0	0	3	84
23:00	0	47	3	0	0	0	0	0	0	0	0	0	0	0	50
Total	77	2930	440	5	41	4	1	0	2	0	0	0	0	69	3569
Percent	2.2%	82.1%	12.3%	0.1%	1.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak Vol.	10:00	11:00	11:00	07:00	09:00	10:00								11:00	11:00
PM Peak Vol.	13:00	17:00	16:00	12:00	17:00	14:00	14:00		15:00					15:00	16:00



## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4458  
Station ID:  
E. 2nd St.  
S. Anita St. to S. Clifton Ave.  
Latitude: 0' 0.0000 Undefined

Start Time	13-Apr-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	13	17	16	10	*	*	*	*	*	*	14	14
01:00	*	*	*	*	9	8	8	7	*	*	*	*	*	*	8	8
02:00	*	*	*	*	2	2	4	6	*	*	*	*	*	*	3	4
03:00	*	*	*	*	2	2	2	3	*	*	*	*	*	*	2	2
04:00	*	*	*	*	3	3	2	2	*	*	*	*	*	*	2	2
05:00	*	*	*	*	8	3	5	4	*	*	*	*	*	*	6	4
06:00	*	*	*	*	12	14	13	17	*	*	*	*	*	*	12	16
07:00	*	*	*	*	41	63	37	59	*	*	*	*	*	*	39	61
08:00	*	*	*	*	69	115	67	98	*	*	*	*	*	*	68	106
09:00	*	*	*	*	82	95	67	106	*	*	*	*	*	*	74	100
10:00	*	*	*	*	81	98	78	124	*	*	*	*	*	*	80	111
11:00	*	*	*	*	115	107	84	122	*	*	*	*	*	*	100	114
12:00 PM	*	*	*	*	124	151	120	167	*	*	*	*	*	*	122	159
01:00	*	*	*	*	124	133	119	136	*	*	*	*	*	*	122	134
02:00	*	*	*	*	131	144	120	140	*	*	*	*	*	*	126	142
03:00	*	*	*	*	133	152	153	162	*	*	*	*	*	*	143	157
04:00	*	*	*	*	167	175	167	166	*	*	*	*	*	*	167	170
05:00	*	*	*	*	167	176	172	191	*	*	*	*	*	*	170	184
06:00	*	*	*	*	109	137	111	153	*	*	*	*	*	*	110	145
07:00	*	*	*	*	102	147	109	117	*	*	*	*	*	*	106	132
08:00	*	*	*	*	78	88	102	118	*	*	*	*	*	*	90	103
09:00	*	*	*	*	46	71	64	84	*	*	*	*	*	*	55	78
10:00	*	*	*	*	28	44	38	56	*	*	*	*	*	*	33	50
11:00	*	*	*	*	34	24	32	18	*	*	*	*	*	*	33	21
Lane Day	0	0	0	0	1680	1969	1690	2066	0	0	0	0	0	0	1685	2017
AM Peak	-	-	-	-	11:00	08:00	11:00	10:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	-	-	115	115	84	124	-	-	-	-	-	-	100	114
PM Peak	-	-	-	-	16:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	-	-	167	176	172	191	-	-	-	-	-	-	170	184

Comb. Total	0	0	3649	3756	0	0	0	3702
ADT	ADT 3,702	AADT 3,702						



**City of Bloomington**  
**Planning and Transportation Department**

For: Traffic Study  
 Counted By: PK  
 Weather: Warm, some rain

401 N. Morton St., Suite 130  
 Bloomington, IN 47404  
 812-349-3417

Site Code: s4458  
 Station ID:  
 E. 2nd St.  
 S. Anita St. to S. Clifton Ave.  
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
04/15/15	0	26	3	0	0	0	0	0	0	0	0	0	0	1	30
01:00	1	11	4	0	0	0	0	0	0	0	0	0	0	1	17
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
07:00	1	82	15	1	4	0	0	0	0	0	0	0	0	1	104
08:00	6	142	19	0	5	0	0	0	0	0	0	0	0	12	184
09:00	5	139	24	1	4	0	0	0	0	0	0	0	0	4	177
10:00	8	133	27	0	2	0	0	1	0	0	0	0	0	8	179
11:00	7	159	36	0	6	1	0	1	0	0	0	0	0	12	222
12 PM	8	203	45	0	9	0	0	0	0	0	0	0	0	10	275
13:00	7	200	38	0	1	1	0	0	0	0	0	0	0	10	257
14:00	9	209	31	0	6	3	0	1	0	0	0	0	0	16	275
15:00	11	224	37	1	1	0	0	0	0	0	0	0	0	11	285
16:00	6	273	45	0	4	0	0	0	1	0	0	0	0	13	342
17:00	7	298	25	0	2	0	0	0	0	0	0	0	0	11	343
18:00	4	211	23	0	1	0	0	0	0	0	0	0	0	7	246
19:00	4	212	22	0	1	1	0	1	0	0	0	0	0	8	249
20:00	5	147	10	0	0	0	0	0	0	0	0	0	0	4	166
21:00	0	107	8	0	2	0	0	0	0	0	0	0	0	0	117
22:00	1	64	5	0	0	0	0	0	0	0	0	0	0	2	72
23:00	1	53	4	0	0	0	0	0	0	0	0	0	0	0	58
Total	91	2938	426	3	49	6	0	4	1	0	0	0	0	131	3649
Percent	2.5%	80.5%	11.7%	0.1%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	
AM Peak Vol.	10:00	11:00	11:00	07:00	11:00	11:00		10:00						08:00	11:00
PM Peak Vol.	15:00	17:00	12:00	15:00	12:00	14:00		14:00	16:00					14:00	17:00





## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4458  
Station ID:  
E. 2nd St.  
S. Anita St. to S. Clifton Ave.  
Latitude: 0' 0.0000 Undefined

Eastbound																Pace	Number
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	in Pace
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
04/16/15	3	1	8	4	0	0	0	0	0	0	0	0	0	0	16	21-30	12
01:00	1	1	3	3	0	0	0	0	0	0	0	0	0	0	8	21-30	6
02:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4	14-23	2
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
05:00	0	0	3	0	0	2	0	0	0	0	0	0	0	0	5	16-25	3
06:00	0	2	7	2	2	0	0	0	0	0	0	0	0	0	13	21-30	9
07:00	1	6	9	18	3	0	0	0	0	0	0	0	0	0	37	21-30	27
08:00	3	10	25	24	5	0	0	0	0	0	0	0	0	0	67	21-30	49
09:00	1	18	29	17	2	0	0	0	0	0	0	0	0	0	67	16-25	47
10:00	11	15	29	22	1	0	0	0	0	0	0	0	0	0	78	21-30	51
11:00	7	21	38	15	3	0	0	0	0	0	0	0	0	0	84	16-25	59
12 PM	15	19	59	26	1	0	0	0	0	0	0	0	0	0	120	21-30	85
13:00	14	19	58	26	2	0	0	0	0	0	0	0	0	0	119	21-30	84
14:00	15	24	39	38	4	0	0	0	0	0	0	0	0	0	120	21-30	77
15:00	11	33	53	46	9	1	0	0	0	0	0	0	0	0	153	21-30	99
16:00	11	18	81	50	6	1	0	0	0	0	0	0	0	0	167	21-30	131
17:00	12	24	66	59	11	0	0	0	0	0	0	0	0	0	172	21-30	125
18:00	8	10	41	46	5	1	0	0	0	0	0	0	0	0	111	21-30	87
19:00	5	13	52	33	5	0	1	0	0	0	0	0	0	0	109	21-30	85
20:00	11	19	44	24	4	0	0	0	0	0	0	0	0	0	102	21-30	68
21:00	7	9	24	21	2	1	0	0	0	0	0	0	0	0	64	21-30	45
22:00	3	3	18	12	2	0	0	0	0	0	0	0	0	0	38	21-30	30
23:00	0	5	18	6	1	2	0	0	0	0	0	0	0	0	32	19-28	24
<b>Total</b>	<b>139</b>	<b>272</b>	<b>706</b>	<b>495</b>	<b>69</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1690</b>		
Percent	8.2%	16.1%	41.8%	29.3%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	08:00	08:00	05:00									11:00		
Vol.	11	21	38	24	5	2									84		
PM Peak	12:00	15:00	16:00	17:00	17:00	23:00	19:00								17:00		
Vol.	15	33	81	59	11	2	1								172		
<b>Total</b>	<b>258</b>	<b>444</b>	<b>1371</b>	<b>1085</b>	<b>190</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3370</b>		
Percent	7.7%	13.2%	40.7%	32.2%	5.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 17 MPH  
50th Percentile : 23 MPH  
85th Percentile : 28 MPH  
95th Percentile : 31 MPH

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 2456  
Percent in Pace : 72.9%  
Number of Vehicles > 25 MPH : 1297  
Percent of Vehicles > 25 MPH : 38.5%  
Mean Speed(Average) : 23 MPH

## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4458  
Station ID:  
E. 2nd St.  
S. Anita St. to S. Clifton Ave.  
Latitude: 0' 0.0000 Undefined

**Westbound**

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/15/15	1	1	7	5	2	1	0	0	0	0	0	0	0	0	17	21-30	12
01:00	0	1	4	1	2	0	0	0	0	0	0	0	0	0	8	18-27	5
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
04:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2
05:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2
06:00	0	1	7	3	3	0	0	0	0	0	0	0	0	0	14	20-29	10
07:00	5	2	20	31	5	0	0	0	0	0	0	0	0	0	63	21-30	51
08:00	<b>9</b>	3	43	<b>49</b>	<b>10</b>	0	<b>1</b>	0	0	0	0	0	0	0	<b>115</b>	21-30	92
09:00	4	<b>11</b>	38	35	7	0	0	0	0	0	0	0	0	0	95	21-30	73
10:00	6	6	43	38	5	0	0	0	0	0	0	0	0	0	98	21-30	81
11:00	7	7	<b>44</b>	39	9	0	1	0	0	0	0	0	0	0	107	21-30	83
12 PM	8	7	61	66	9	0	0	0	0	0	0	0	0	0	151	21-30	127
13:00	9	12	47	57	8	0	0	0	0	0	0	0	0	0	133	21-30	104
14:00	<b>13</b>	<b>26</b>	56	43	6	0	0	0	0	0	0	0	0	0	144	21-30	99
15:00	7	15	81	42	5	2	0	0	0	0	0	0	0	0	152	21-30	123
16:00	9	23	<b>87</b>	48	6	1	0	<b>1</b>	0	0	0	0	0	0	175	21-30	135
17:00	10	9	70	<b>67</b>	<b>17</b>	<b>3</b>	0	0	0	0	0	0	0	0	<b>176</b>	21-30	137
18:00	3	5	59	58	10	1	<b>1</b>	0	0	0	0	0	0	0	137	21-30	117
19:00	6	12	67	44	15	2	0	1	0	0	0	0	0	0	147	21-30	111
20:00	3	5	35	36	8	1	0	0	0	0	0	0	0	0	88	21-30	71
21:00	0	4	27	36	3	1	0	0	0	0	0	0	0	0	71	21-30	63
22:00	3	4	14	18	5	0	0	0	0	0	0	0	0	0	44	21-30	32
23:00	1	3	7	9	3	1	0	0	0	0	0	0	0	0	24	21-30	16
<b>Total</b>	<b>104</b>	<b>159</b>	<b>821</b>	<b>728</b>	<b>139</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1969</b>		
<b>Percent</b>	<b>5.3%</b>	<b>8.1%</b>	<b>41.7%</b>	<b>37.0%</b>	<b>7.1%</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>08:00</b>	<b>09:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>00:00</b>	<b>08:00</b>								<b>08:00</b>		
<b>Vol.</b>	<b>9</b>	<b>11</b>	<b>44</b>	<b>49</b>	<b>10</b>	<b>1</b>	<b>1</b>								<b>115</b>		
<b>PM Peak</b>	<b>14:00</b>	<b>14:00</b>	<b>16:00</b>	<b>17:00</b>	<b>17:00</b>	<b>17:00</b>	<b>18:00</b>	<b>16:00</b>							<b>17:00</b>		
<b>Vol.</b>	<b>13</b>	<b>26</b>	<b>87</b>	<b>67</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>							<b>176</b>		

## City of Bloomington Planning and Transportation Department

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

Site Code: s4458  
Station ID:  
E. 2nd St.  
S. Anita St. to S. Clifton Ave.  
Latitude: 0' 0.0000 Undefined

**Westbound**

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
04/16/15	0	1	4	3	1	1	0	0	0	0	0	0	0	0	10	21-30	7
01:00	1	1	2	3	0	0	0	0	0	0	0	0	0	0	7	20-29	5
02:00	1	0	3	0	1	1	0	0	0	0	0	0	0	0	6	21-30	3
03:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	10-19	2
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
05:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
06:00	0	1	9	5	2	0	0	0	0	0	0	0	0	0	17	21-30	14
07:00	2	2	11	35	9	0	0	0	0	0	0	0	0	0	59	21-30	46
08:00	7	6	53	25	6	0	1	0	0	0	0	0	0	0	98	21-30	78
09:00	4	10	53	29	10	0	0	0	0	0	0	0	0	0	106	21-30	82
10:00	3	17	62	37	5	0	0	0	0	0	0	0	0	0	124	21-30	99
11:00	11	31	48	29	2	1	0	0	0	0	0	0	0	0	122	16-25	79
12 PM	15	22	82	39	8	1	0	0	0	0	0	0	0	0	167	21-30	121
13:00	1	13	86	33	3	0	0	0	0	0	0	0	0	0	136	21-30	119
14:00	4	15	59	55	6	1	0	0	0	0	0	0	0	0	140	21-30	114
15:00	3	24	75	50	9	1	0	0	0	0	0	0	0	0	162	21-30	125
16:00	5	14	75	64	7	1	0	0	0	0	0	0	0	0	166	21-30	139
17:00	3	6	81	88	12	1	0	0	0	0	0	0	0	0	191	21-30	169
18:00	7	3	56	77	9	1	0	0	0	0	0	0	0	0	153	21-30	133
19:00	8	11	56	34	8	0	0	0	0	0	0	0	0	0	117	21-30	90
20:00	4	9	49	46	10	0	0	0	0	0	0	0	0	0	118	21-30	95
21:00	1	6	35	35	5	2	0	0	0	0	0	0	0	0	84	21-30	70
22:00	3	4	16	27	6	0	0	0	0	0	0	0	0	0	56	21-30	43
23:00	0	2	8	6	2	0	0	0	0	0	0	0	0	0	18	21-30	14
<b>Total</b>	<b>83</b>	<b>200</b>	<b>928</b>	<b>722</b>	<b>121</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2066</b>		
<b>Percent</b>	<b>4.0%</b>	<b>9.7%</b>	<b>44.9%</b>	<b>34.9%</b>	<b>5.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	11:00	10:00	10:00	09:00	00:00	08:00									10:00	
Vol.	11	31	62	37	10	1	1									124	
PM Peak	12:00	15:00	13:00	17:00	17:00	21:00										17:00	
Vol.	15	24	86	88	12	2										191	
<b>Total</b>	<b>187</b>	<b>359</b>	<b>1749</b>	<b>1450</b>	<b>260</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4035</b>		
<b>Percent</b>	<b>4.6%</b>	<b>8.9%</b>	<b>43.3%</b>	<b>35.9%</b>	<b>6.4%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 20 MPH  
50th Percentile : 24 MPH  
85th Percentile : 28 MPH  
95th Percentile : 31 MPH

Stats  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 3199  
 Percent in Pace : 79.3%  
 Number of Vehicles > 25 MPH : 1740  
 Percent of Vehicles > 25 MPH : 43.1%  
 Mean Speed(Average) : 24 MPH



## City of Bloomington Planning and Transportation Department

For: Traffic Study  
Counted By: PK  
Weather: Warm, some rain

401 N. Morton St., Suite 130  
Bloomington, IN 47404  
812-349-3417

Site Code: s4458  
Station ID:  
E. 2nd St.  
S. Anita St. to S. Clifton Ave.  
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
04/16/15	3	2	12	7	1	1	0	0	0	0	0	0	0	0	26	21-30	19
01:00	2	2	5	6	0	0	0	0	0	0	0	0	0	0	15	21-30	11
02:00	1	1	4	1	2	1	0	0	0	0	0	0	0	0	10	19-28	5
03:00	0	3	0	2	0	0	0	0	0	0	0	0	0	0	5	11-20	3
04:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
05:00	0	0	6	1	0	2	0	0	0	0	0	0	0	0	9	21-30	7
06:00	0	3	16	7	4	0	0	0	0	0	0	0	0	0	30	21-30	23
07:00	3	8	20	53	12	0	0	0	0	0	0	0	0	0	96	21-30	73
08:00	10	16	78	49	11	0	1	0	0	0	0	0	0	0	165	21-30	127
09:00	5	28	82	46	12	0	0	0	0	0	0	0	0	0	173	21-30	128
10:00	14	32	91	59	6	0	0	0	0	0	0	0	0	0	202	21-30	150
11:00	18	52	86	44	5	1	0	0	0	0	0	0	0	0	206	16-25	138
12 PM	30	41	141	65	9	1	0	0	0	0	0	0	0	0	287	21-30	206
13:00	15	32	144	59	5	0	0	0	0	0	0	0	0	0	255	21-30	203
14:00	19	39	98	93	10	1	0	0	0	0	0	0	0	0	260	21-30	191
15:00	14	57	128	96	18	2	0	0	0	0	0	0	0	0	315	21-30	224
16:00	16	32	156	114	13	2	0	0	0	0	0	0	0	0	333	21-30	270
17:00	15	30	147	147	23	1	0	0	0	0	0	0	0	0	363	21-30	294
18:00	15	13	97	123	14	2	0	0	0	0	0	0	0	0	264	21-30	220
19:00	13	24	108	67	13	0	1	0	0	0	0	0	0	0	226	21-30	175
20:00	15	28	93	70	14	0	0	0	0	0	0	0	0	0	220	21-30	163
21:00	8	15	59	56	7	3	0	0	0	0	0	0	0	0	148	21-30	115
22:00	6	7	34	39	8	0	0	0	0	0	0	0	0	0	94	21-30	73
23:00	0	7	26	12	3	2	0	0	0	0	0	0	0	0	50	21-30	38
<b>Total</b>	<b>222</b>	<b>472</b>	<b>1634</b>	<b>1217</b>	<b>190</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3756</b>		
<b>Percent</b>	<b>5.9%</b>	<b>12.6%</b>	<b>43.5%</b>	<b>32.4%</b>	<b>5.1%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	11:00	10:00	10:00	07:00	05:00	08:00									11:00	
Vol.	18	52	91	59	12	2	1									206	
PM Peak	12:00	15:00	16:00	17:00	17:00	21:00	19:00									17:00	
Vol.	30	57	156	147	23	3	1									363	
<b>Total</b>	<b>445</b>	<b>803</b>	<b>3120</b>	<b>2535</b>	<b>450</b>	<b>44</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7405</b>		
<b>Percent</b>	<b>6.0%</b>	<b>10.8%</b>	<b>42.1%</b>	<b>34.2%</b>	<b>6.1%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 19 MPH  
50th Percentile : 23 MPH  
85th Percentile : 28 MPH  
95th Percentile : 31 MPH

Stats  
10 MPH Pace Speed : 21-30 MPH  
Number in Pace : 5655  
Percent in Pace : 76.4%  
Number of Vehicles > 25 MPH : 3037  
Percent of Vehicles > 25 MPH : 41.0%  
Mean Speed(Average) : 24 MPH



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**MEMORANDUM**

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: November 16, 2016  
Re: E. 9th St and N. Grant St Intersection – Stop Control Options

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**Background**

This request started as a citizen’s concern regarding witnessing near crashes and two actual crashes at this intersection. The citizen writes: “9th street is a one way, and there is no stop sign, so people will often speed through it and traffic on Grant cannot stop in time or they do not see the other vehicle due to vehicles parked on 9th street. I truly believe that there needs to be a stop sign installed on 9th street at this intersection to get people to be more careful.”

Currently Grant Street (two-way) has stop signs and 9th Street (one-way westbound) does not. Traffic volumes on Grant Street are 1,422 vehicles per day while traffic volumes on 9<sup>th</sup> Street are only 538 vehicles per day. A review of crash data between September 2010 and September 2016 indicates 4 crashes, none in which limited sight distance appears to be a contributing factor in the crash. On-street parking and shrubs on the northeast corner of the intersection limit sight distance for motorists traveling south on Grant Street.

**Recommendation:** Staff recommends placing stop control on 9<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 south of 10<sup>th</sup> Street, for speed control. The relocation of on street parking would reduce the total number from 9 to 8 on street parking spaces. 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 east on 9th*





*Looking east on 9th towards the intersection with Grant Street.*



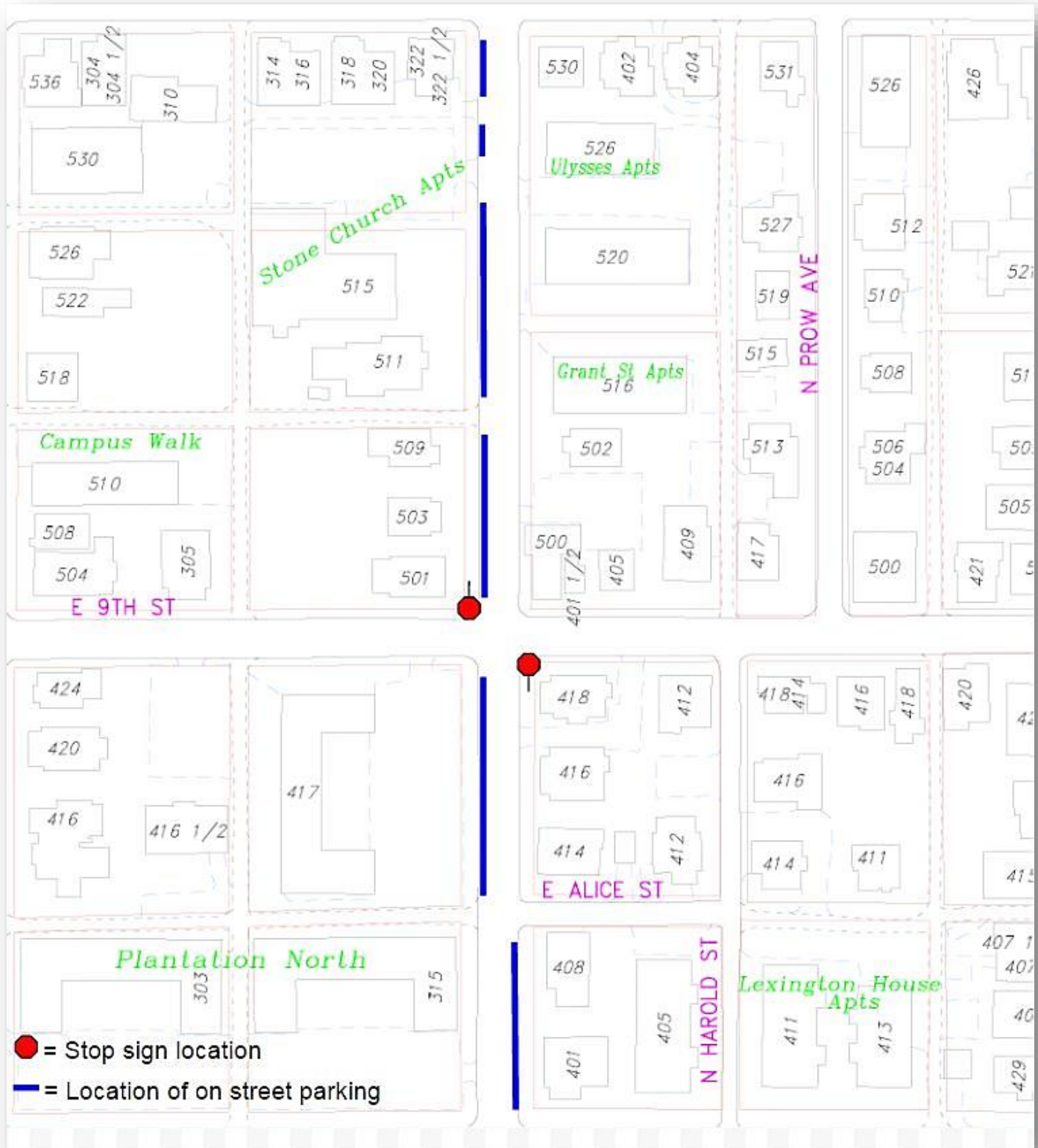
*Looking west on 9th towards the intersection with Grant Street.*



*Looking north on Grant towards the intersection with 9th Street.*

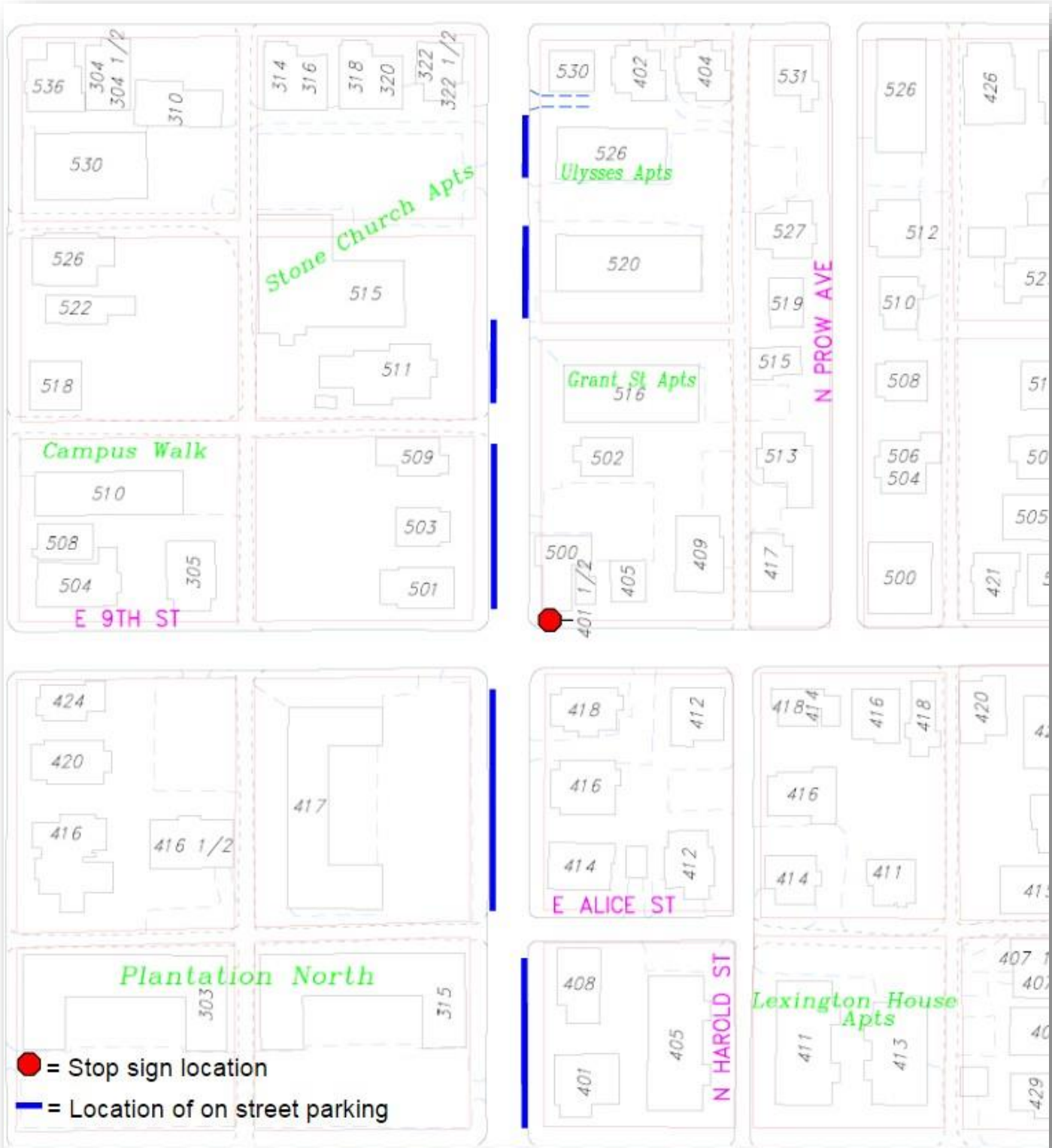


*Looking south on Grant towards the intersection with 9th Street.*



Current on street parking and Stop control





● = Stop sign location  
— = Location of on street parking

*Proposed on street parking and Stop Control*

Submitted by Haley Clements (11-9-2016)

## Petition to Install a Stop Sign at the Intersection of 9th and Grant Street

Name	City	State	Zip	Country	SignedOn	Comment
Lindsey Abrams	Bloomington	IN	47406	United States	11/4/2016	Since moving in in August I have personally witnessed 2 major car accidents at this intersection, and am concerned about the safety of friends, roommates, and others driving through this intersection.
Rena Peden	Bloomington	IN	474408	United States	11/4/2016	I have witnessed an accident, and have personally felt unsafe at this corner, both as a driver and pedestrian. Drivers speed through routinely, and there is high foot traffic through the area as well.
Danielle Zigulich	Riverside	IL	60546	United States	11/4/2016	I live on this intersection and it is very dangerous because people do not realize it's only a two way stop.
Amelia Drew	Bloomington	IN	47408	United States	11/4/2016	Because it will help bloomington
Elizabeth Chandler	Bloomington	IN	47406	United States	11/7/2016	I'm signing because a stop sign would benefit this intersection by reducing the amounts of accidents and near-accidents that happen. I live next to this intersection and have witnessed so many close-calls of vehicles almost hitting other vehicles as well as vehicles almost hitting pedestrians attempting to cross the street. Many cars, as this petition says, tend to speed through the intersection, but this presents risk to those on Grant St. who have a stop sign but either (1) don't realize the stop isn't three-way or (2) don't see the car coming because they suddenly appear by speeding.

Haley Clements	Bloomington	Indiana	United States	11/4/2016
Megan Greenfield	Bloomington	Indiana	48407 United States	11/4/2016
Kathryn Irby	Gulfport	Mississippi	39507 United States	11/5/2016
Belle Chandler	Chesterton	Indiana	46304 United States	11/8/2016
Ben Rigney	Bloomington	Indiana	47408 United States	11/8/2016

The intersection of E. 9th and N. Grant street has experienced a high volume of automobile wrecks and numerous close-calls in the past few months. The problem stems from how two-way traffic on Grant street is supposed to stop, while traffic traveling on 9th street is one-way and has no stop sign. Drivers on 9th street will often speed through the intersection since they do not have to stop, while traffic on 8th street either does not see the 9th street traffic, or they do not realize that the intersection is not a 3-way stop, and therefore unknowingly proceed through the intersection after stopping. The residents living near this intersection have witnessed several of these accidents, and the consequent damage, up-close and believe the best solution is for the City of Bloomington to install a stop sign for the traffic traveling on 9th street in order to prevent these kinds of accidents from reoccurring and to prevent damage to life and property.



## **MEMORANDUM**

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To: Traffic Commission  
From: Nate Nickel, Senior Long Range Planner  
Date: November 9, 2016  
Re: W. Moravec Way No-Parking Zones

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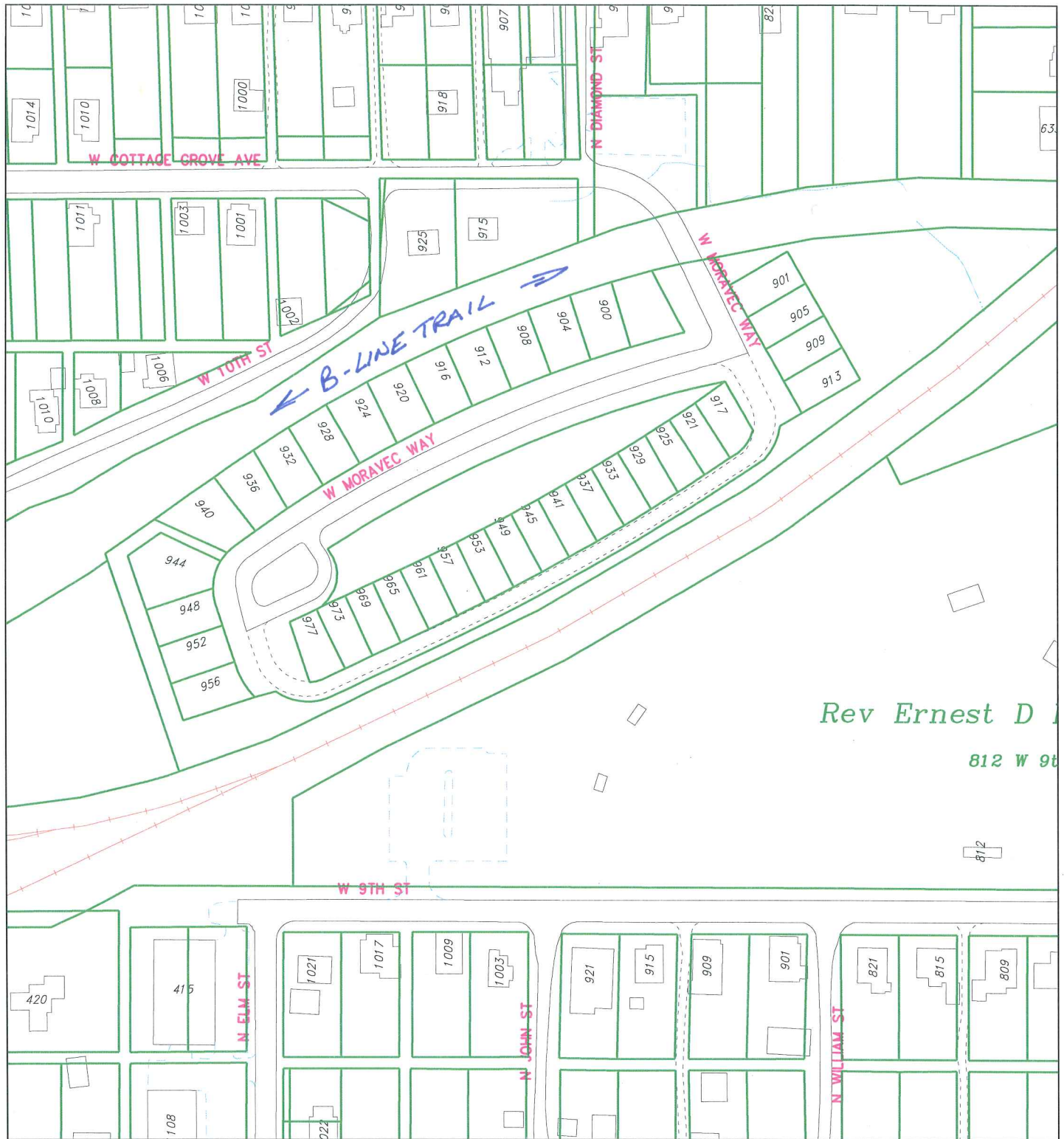
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### **Background**

Habitat for Humanity of Monroe County is currently constructing a number of housing units at the Trail View Subdivision, which is located along W. Moravec Way. They have requested three new no-parking zones for curves on W. Moravec Way (please see map for specific locations) to allow for better traffic flow in the subdivision. These areas are not intended for parked vehicles, but both residents and their guests have been observed parking in them. This has created constriction points in the subdivision that do not allow for delivery, service or emergency vehicles to pass through if a vehicle is parked in these locations. Habitat for Humanity of Monroe County has also received interest from residents of Trail View regarding on-street handicap accessible parking spaces. Providing on-street marked handicapped spaces requires using certain design standards. If there is interest to provide handicapped spaces, the location(s) and other details can be considered at a future date.

### **Recommendations**

Staff requests that the Traffic Commission recommend that the City Council amend Title 15 and restrict parking at the locations proposed on W. Moravec Way. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.



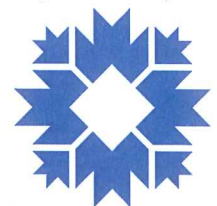
Habitat for Humanity of Monroe County  
 Trail View Subdivision (W. Moravec Way) – Location Map

By: nickeln  
 1 Nov 16



For reference only; map information NOT warranted.

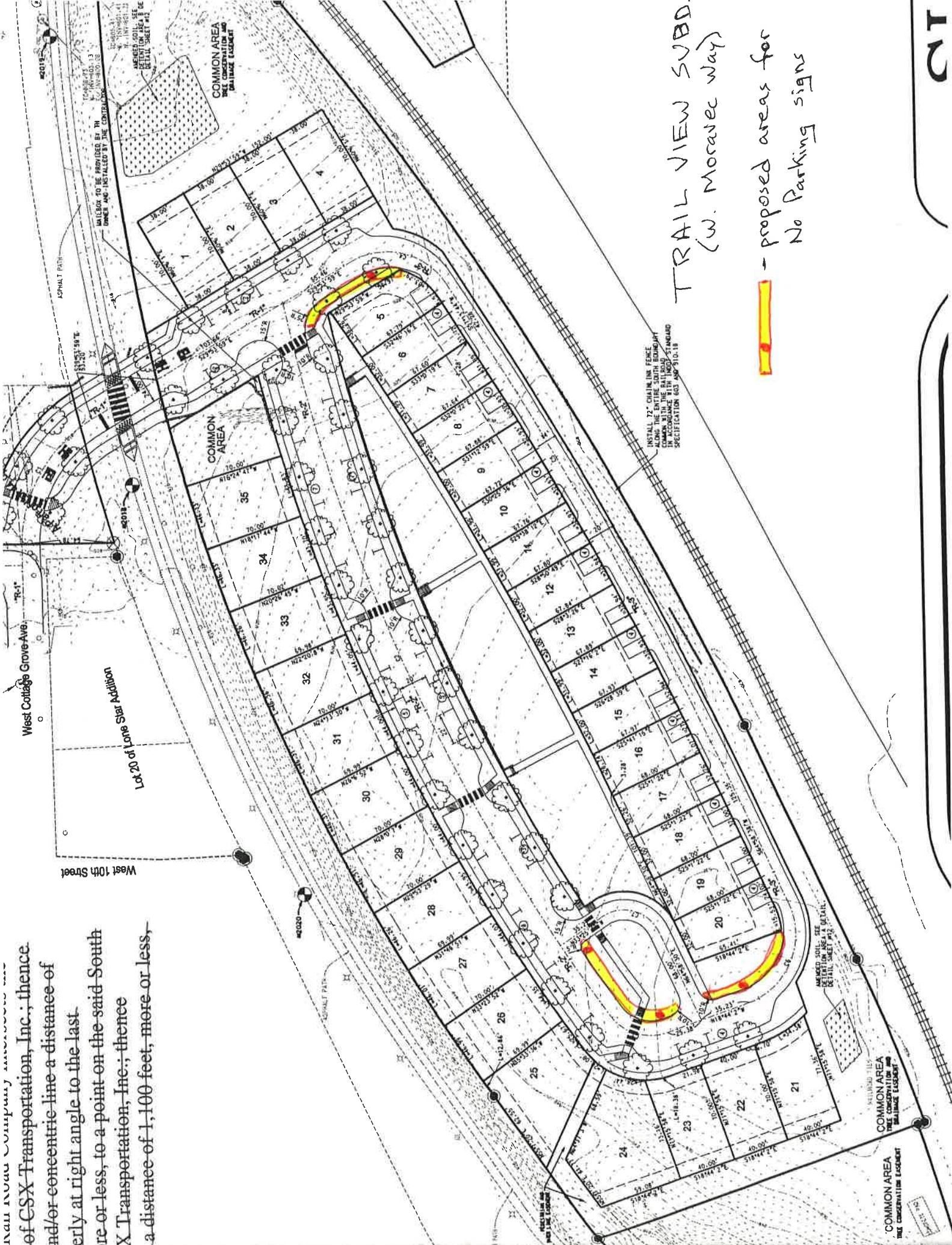
City of Bloomington  
 Planning & Transportation



Scale: 1" = 150'



... of CSX Transportation, Inc.; thence  
 and/or concentric line a distance of  
 ...terly at right angle to the last  
 ...ore or less, to a point on the said South  
 ...SX Transportation, Inc.; thence  
 ...e a distance of 1,100 feet, more or less,



TRAIL VIEW SUBD.  
 (w. Moravec way)

- Proposed areas for  
 No Parking signs







The east side of W. Moravec Way (~22). The proposed no-parking zone would be the curve on the left side of the photo.



The first curve on the west side of W. Moravec Way (~19). The proposed no parking zone is on the left side of the photo (note the parked car in this location).





The second curve on the west side of W. Moravec Way (~19). The proposed no parking zone is on the left side of the photo.



## MEMORANDUM

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: November 16, 2016  
Re: E. 3rd St and N. Overhill Dr. Intersection – Access Management

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### **Background**

This request started as a citizen's concern regarding the difficulty of left turns from Overhill onto 3<sup>rd</sup> Street. The citizen writes: "Turns onto 3rd street from Overhill Drive are very, very dangerous! It is basically a turn into a 5 lane road. I was going southbound on Overhill Drive making a left turn onto 3rd, but I was unable to see incoming traffic from eastbound 3rd street which was being blocked by cars stopped at the stoplight on westbound 3rd st....It seems like the connection between Overhill Drive and 3rd street should be blocked off because there is no traffic light onto the 5 lane road which has high traffic, and due to the stoplight at 3rd/Woodcrest, all the stopped vehicles are blocking the view of oncoming traffic."

A review of crash data between January 2011 and September 2016 indicates 10 crashes in which line of sight may have been a contributing factor. Sight distance from Overhill Drive appears to be adequate except when vehicles are backed up from the signalized intersection located one block west at Woodcrest and 3<sup>rd</sup> St. There are plans to improve the 3<sup>rd</sup>-Woodcrest intersection (with construction in the summer of 2017) which may improve conditions at the 3<sup>rd</sup> and Overhill intersection by reducing the amount and frequency of queueing vehicles.

Access management, including removal of the connection between Overhill Drive and 3<sup>rd</sup> Street, would very likely reduce the frequency of crashes. Access to the area would still be maintained for all residents, but it may be less convenient. Significant coordination with other City departments and public outreach would be necessary before this type of improvement could be implemented.

**Recommendation:** Staff recommends continuing to monitor the 3<sup>rd</sup>-Overhill intersection before and after the improvements are made at the 3<sup>rd</sup>-Woodcrest intersection to see if those updates positively affect the 3<sup>rd</sup> and Overhill intersection.



*View of existing sight distance traveling south on Overhill Dr. looking East on 3rd*

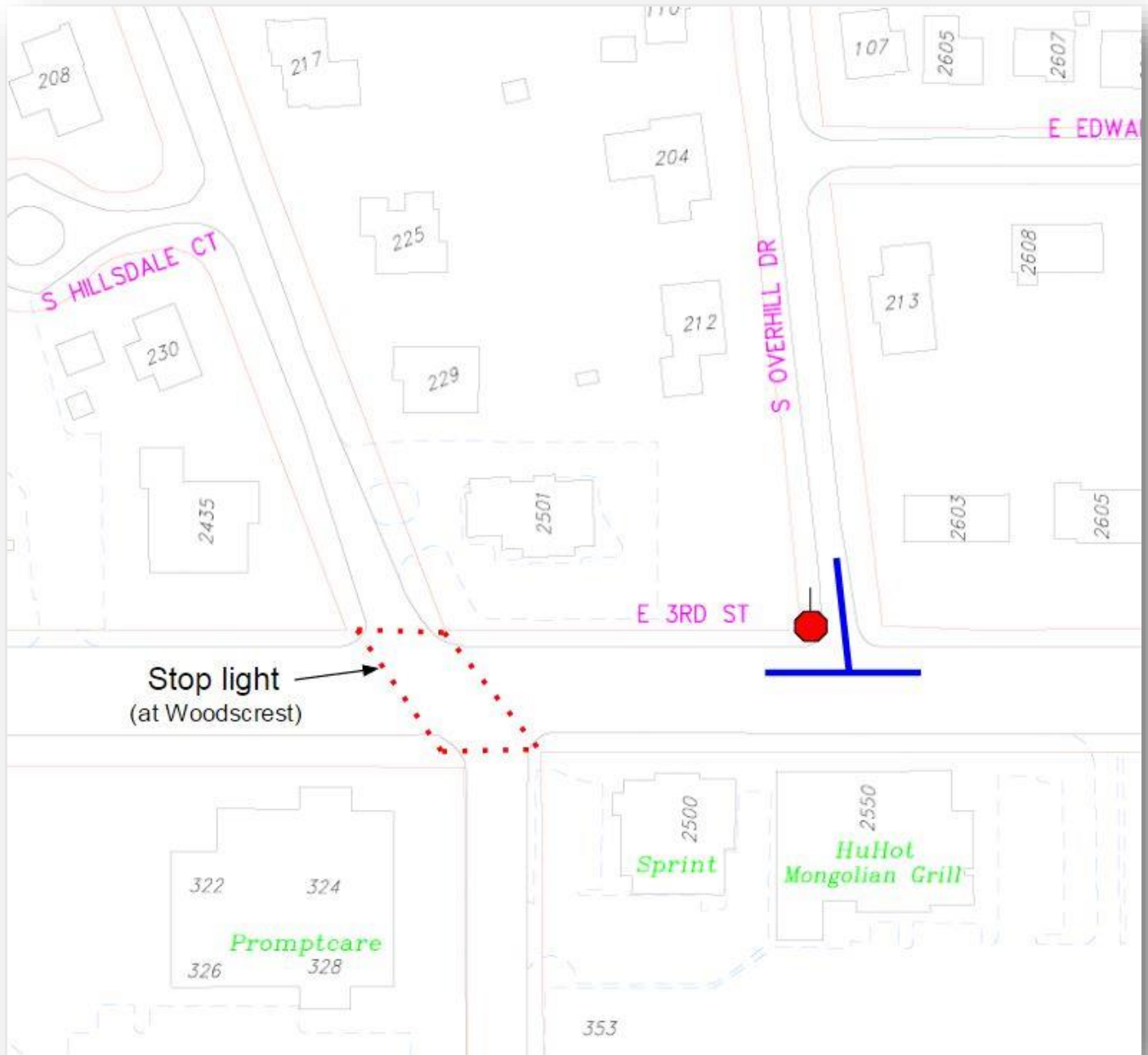




*View of traffic traveling south on Overhill Dr. looking east on 3rd St.*



*View of traffic traveling south on Overhill Dr. looking west on 3rd St. toward the Woodcrest and 3<sup>rd</sup> intersection*



On Tue, Aug 30, 2016 at 5:17 PM, Adam Shahrani <> wrote:

Hi Neil,

A traffic island extending past Overhill Drive is absolutely needed on the east side of 3rd street at the intersection you are redesigning. I just read your plans for fixing the 3rd and Woodscresc signal. Unfortunately, as a resident living in close proximity to this intersection, I was not informed of these plans, but fortunately, I ran into them online.

As a resident on the northeast block of this intersection, I am very familiar with traffic conditions around this intersection. Occasionally, I hear car accidents on 3rd St from home. It is often someone making a left turn that crashes into oncoming traffic.

The reason behind these accidents is crystal clear. City traffic is poorly designed here. Making a left turn from Overhill Drive to 3rd St is a major problem on this strip of 3rd street. It is a very busy area with low visibility and it has five lanes with a traffic signal in close proximity: the combination spelling disaster. The line of site from Overhill Drive (southbound) to 3rd St is not clear due to hills blocking a driver's line of sight. There is an upward hill on the east property blocking drivers' sight and another downward hill on 3rd street preventing the ability to see oncoming traffic in advance. Vehicles are also frequently backed up at the traffic light, which creates an even worse line of sight, with automobiles obstructing views of oncoming traffic. To top it off, it is a 5 lane road with vehicles taking shortcuts to make left turns in the center lane towards the traffic light. It is the only residential area on this busy strip of 3rd street having a left turn onto a 5 lane road.

To resolve this problem, there a different solutions that can be implemented.

- A. Overhill Drive connecting to 3rd street can be blocked off.
- B. An island can be placed on east 3rd street starting from the traffic light extending past the Overhill Drive intersection.

Either of these suggestions will prevent future accidents. Option B sounds like the most feasible considering you are redesigning the intersection to make it safer. I hope you take this recommendation in good faith as you work on the 3rd and Woodcrest project. Please discuss this further with me if you need more information to implement this solution - I would be happy to demonstrate this problem in person. My cell phone number is .

Sincerely,  
Adam Shahrani



**Video Link Submitted by Adam Shahrani**

Nate Nickel &lt;nickeln@bloomington.in.gov&gt;

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**Re: 3rd and Woodcrest Signal Improvement Project - Traffic Island needed on east side of intersection extending past Overhill Dr**

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Adam Shahrani &lt;&gt;

Thu, Nov 10, 2016 at 5:22 AM

To: Nate Nickel &lt;nickeln@bloomington.in.gov&gt;

Cc: Neil Kopper &lt;koppern@bloomington.in.gov&gt;, Scott Robinson &lt;robinsos@bloomington.in.gov&gt;, "Laracuente, Enabah"

&lt;&gt;

Hi Nate,

I sent you my accident scenarios document yesterday. I also tried sending a separate email with a video attached to it, but it appears the attachment was too big or got corrupted. I figured out a way to share it this morning though.

This video is basically what happens numerous times every single day going from Overhill to 3rd street. This was my first take recording - there is nothing special about this video in that I could have sat there and recorded this happening more than 100 times every single day. You get traffic quickly appearing and clogging up the left turn from Overhill, and stopped traffic is blocking visibility, increasing the likelihood of accidents.

This video is the precursor to many of the accident scenarios in the email I sent you yesterday.

Take a look at what happens to me and others every single day from the perspective of turning left at Overhill Drive onto 3rd:

<https://www.dropbox.com/s/hvoow88918gpdri/Overhill.mp4?dl=0>

Thanks,  
Adam

[Quoted text hidden]

**This report was submitted by Adam Shahrani (11/10/2016)**

# Accident Prevention

3<sup>rd</sup> & Woodcrest intersection signal  
and Overhill Dr accidents in Bloomington, Indiana!

## 2 major safety issues related to Overhill Dr

- Proximity to traffic light limiting visibility and increasing danger
- Landscape blocks visibility (on property and on road)






There are frequent backups at the 3<sup>rd</sup> and Woodcrest intersection due to the traffic signal.



Extremely typical scenario: traffic blocks vehicles from turning left from Overhill Dr.

- This results in poor visibility for the Overhill and 3<sup>rd</sup> street intersection while turning onto/from the five lane road in close proximity to a stoplight. There are numerous accident scenarios that this causes. Sometimes, when vehicles swerve away to avoid these collisions, they result in other accidents nearby.

# How to read the following diagrams of a dozen potential accidents due to left turns:

- The top image is moments before the accident
- The bottom image is the accident (yellow  collision)
- The red cars  could be stopped, preventing them from crashing into blue cars  by limiting left turns
- Keep in mind, sometimes swerving to avoid these twelve scenarios actually results in another accident nearby.



# Accident 1: Left turn from eastbound 3<sup>rd</sup> vs westbound 3<sup>rd</sup> north lane.

Before:  
Blue car driving,  
red car wants to  
turn left.



After:  
Vehicle stopped  
at stop light  
blocked vision,  
resulting in  
crash.



# Accident 2: Left turn from eastbound 3<sup>rd</sup> vs westbound 3<sup>rd</sup> south lane switching to north.

Before:

Blue car wants to change lanes to get ahead. Red car doesn't see blue car.



After:

Blue car was busy looking behind to avoid oncoming traffic, and crashes into red.



# Accident 3: Left turn from eastbound 3<sup>rd</sup> vs westbound 3<sup>rd</sup> left lane turning south at light.

Before:  
Blue car wants to turn left at the light, and red car wants to turn left onto Overhill.



After:  
They crash head on in center lane as blue car wants to get into turn lane, and red gets ready to turn.



# Accident 4: Left turn from eastbound 3<sup>rd</sup> vs left turn from southbound Overhill Dr.

Before:  
Red car wants  
to turn left from  
Overhill, and  
other red car  
wants to turn  
left onto  
Overhill.



After:  
Visibility  
blocked by  
vehicle results  
in crash.



# Accident 5: Left turn southbound Overhill Dr vs. left turn from Eastland plaza.

Before:  
Blue car sees no traffic on eastbound 3<sup>rd</sup>, and red car wants to turn left.



After:  
Blue car sees no traffic on westbound 3<sup>rd</sup> (after having already checked eastbound), begins turning left, but by now, red car is in lane and blue car crashes.



# Accident 6: Left turn southbound Overhill Dr vs. westbound 3<sup>rd</sup> turning left at light.

Before:  
Red car wants  
to turn left and  
blue car wants  
to turn left.



After:  
Visibility  
blocked by  
traffic, results in  
crash.



# Accident 7: Left turn southbound Overhill Dr vs. 3<sup>rd</sup> 5 lanes to watch.

Before:  
Blue car just driving on 3<sup>rd</sup>,  
red car wants to  
turn left on 5  
lane road.



After:  
Oncoming surprise  
traffic up hill rushes  
red car, and red car  
doesn't see blue due  
to too many lanes  
and other vehicles –  
crash.



# Accident 8: Left turn southbound Overhill vs northbound Woodcrest turning right on green.

Before:  
Red car thinks road is clear, and blue car has green light so they quickly turn right.



After:  
They crash because red didn't see blue car coming, and blue was going fast because blue had a green light.



# Accident 9: Left turn southbound Overhill vs southbound Hillsdale turning left on green.

Before:

Blue car turning left and red car turning left.

Blue car going fast because they have green light.



After:

They crash because red did not see blue turning and though it was clear, and blue was going fast because they had green light.



# Accident 10: Left turn southbound Overhill Dr vs. westbound 3<sup>rd</sup> changing lanes.

Before:  
Red car wants to turn left, blue car would like to change lanes, sees that road is clear ahead and focuses on rear to check oncoming traffic.



After:  
Crash because blue was looking behind for oncoming traffic, and red didn't expect blue to change lanes.

Accident 11: Turning left from Overhill, visibility is blocked by a hill and retaining wall on property.





# Accident 11: Turning left from Overhill, visibility is blocked by a hill and retaining wall on property.

Before:  
Red doesn't see blue because of hill on property and blue goes fast to catch green light.



After:  
Crash because lack of visibility due to landscape.

Accident 12: Turning left from Overhill, visibility is blocked by hill street with fast-moving vehicles.





# Accident 12: Turning left from Overhill, visibility is blocked by hill on 3<sup>rd</sup> with fast-moving vehicles.

Before:

Red doesn't see blue because of hill on 3<sup>rd</sup> street and blue goes fast to catch green light.



After:

Crash because lack of visibility due to sloping 3<sup>rd</sup> Street.



# Possible Solution A:

- Block South Overhill entrance due to proximity to traffic light and lack of visibility caused by intersection and property landscape.





# Possible Solution B:

- Install narrow island to prevent the red cars  from crashing into the blue cars , which resolves all scenarios 1-12 mentioned.



# Other possible solutions ?

- Open to suggestions