

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
December 14, 2016
5:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – November 16, 2016*
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
 - A. E. 1st Street traffic counts
 - B. 2017 Meeting Schedule
 - C. Parking Commission update
- VI. Old Business –
 - A. W. 8th Street – convert to a 2-way traffic directional flow between N. Morton Street and N. College Avenue
- VII. New Business –
 - A. N. Jordan Avenue – codify speed limit*
 - B. N. Old SR 37/Dunn Street – codify speed limit*
 - C. W. 4th Street – codify existing no parking zones*
 - D. W. 12th Street – allow on-street parking*
 - E. West 3rd Street – On street parking configuration
- VIII. Traffic Inquiries – none
- IX. Adjournment

Next meeting – January 25, 2017

**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.

**City of Bloomington Traffic Commission Minutes
November 16, 2016 in the Council Chambers, City Hall**

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

Attendance

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

Others in Attendance: N. Carden, Enabah Laracuate, Michael Noriega, Adam Shahrani, Neil Kopper (Staff) and Nate Nickel (Staff)

- I. **Call to Order** (~5:30 PM)
- II. **Approval of Minutes** – October 26, 2016. Ms. Maki motioned and Mr. Cibor 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 traffic data for the intersection of E. 2nd Street and Swain Avenue. He said that staff had no concerns with this intersection based on the data. Mr. Cibor recommended for future meetings that a simple summary recommendation would be better than a detailed traffic data analysis. Mr. Nickel said that a new time for 2017 meetings would need to be explored due to the City Council's planned 6:30 start time next year. He proposed 4:30 PM and invited the Commission to share any thoughts or concerns with staff.
- VI. **Old Business** - None
- VII. **New Business** –
 - A. **E. 9th and Grant Streets intersection – modify stop controls and on-street parking configuration*** - Mr. Kopper provided an overview of this request as detailed in the packet. Mr. Cobine asked about parking configuration safety options. Mr. Kopper said there were no significant issues with what was proposed. Ms. Maki asked about a 3-way stop option. Ms. Ryterband asked about two-way traffic increasing traffic speeds. Mr. Kopper said the 3 way stop wouldn't meet MUTC guidance and that stop signs are not traffic speed control devices. If speed still is an issue, the City can monitor the situation. Mr. Cobine motioned to make a positive recommendation to the City Council and Ms. Ryterband seconded. **The motion passed 6-0.**

B. W. Moravec Way – create no parking zones* – Mr. Nickel presented the report. Mr. Noriega spoke in support of this request. He also said that a resident has asked for a specific handicap accessible on-street parking space. Ms. Ryterband asked how this process works. Mr. Cibor briefly explained the ADA requirements and guidelines. Discussion ensued about providing guidance for ADA on-street parking in neighborhood settings across the city. Ms. Ryterband said that the best first step would be to approve this no-parking request and then work with staff to iron out the details of both the on-street handicap accessible space request for this neighborhood and Citywide guidance with staff at a later date. Ms. Ryterband motioned to make a positive recommendation to the City Council and Mr. Cobine seconded. **The motion passed 6-0.**

C. E. 3rd Street and Overhill Drive – turn restriction guidance – Mr. Kopper presented a brief overview of the Woodscrest Drive intersection improvement. He noted it should improve the situation, but there would be no changes made at Overhill, but it does warrant the City to monitor the situation. Mr. Cobine asked about how the 3rd/Overhill intersection would be designed if built new today. Mr. Kopper detailed various access management options. Ms. Ryterband talked about designated west-bound right turn lanes on 3rd Street for the neighborhood. Ms. Maki suggested no left-turn signage for Overhill. Ms. Laracuenta spoke about the safety concerns she has for her son playing in the yard. She also mentioned road slope, visibility and traffic back-up concerns on Overhill. She asked that the Commission explore solutions to this problem. Mr. Shahrani spoke about his experiences living nearby and hearing frequent traffic accidents here. He also mentioned visibility and road slope concerns. He showed the Commission several slides from the presentation he included in the meeting packet. He asked that the City move forward with finding solutions and not wait until there are more issues. Mr. Noriega agreed that this intersection is a problem. He supports a right-turn only sign at Overhill as being a good first step. Mr. Cobine said he was very interested in finding design solutions versus structural solutions. Mr. Cibor wanted to hear more neighborhood input on the issue. Mr. Cobine said it would be best for the Commission to make a motion requesting that staff study this issue in more detail and report back with findings at a future date. Mr. Cobine motioned and Ms. Maki seconded. **The motion passed 5-0.**

VIII. Traffic Inquiries – none

IX. Adjournment (~6:40 PM)

Next meeting – December 14, 2016

**Action requested*

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

Site Code: q4418
 Station ID:
 E. 1st Street
 S. Grant St. to S. Henderson St.
 Latitude: 0' 0.0000 Undefined

Start Time	17-Oct-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou
12:00 AM	*	*	*	*	13	12	10	12	*	*	*	*	*	*	12	12
01:00	*	*	*	*	11	7	16	9	*	*	*	*	*	*	14	8
02:00	*	*	*	*	8	7	6	7	*	*	*	*	*	*	7	7
03:00	*	*	*	*	3	2	1	1	*	*	*	*	*	*	2	2
04:00	*	*	*	*	2	3	3	2	*	*	*	*	*	*	2	2
05:00	*	*	*	*	7	7	4	10	*	*	*	*	*	*	6	8
06:00	*	*	*	*	17	29	12	23	*	*	*	*	*	*	14	26
07:00	*	*	*	*	79	83	82	62	*	*	*	*	*	*	80	72
08:00	*	*	*	*	143	122	109	122	*	*	*	*	*	*	126	122
09:00	*	*	*	*	111	104	94	104	*	*	*	*	*	*	102	104
10:00	*	*	*	*	82	80	90	101	*	*	*	*	*	*	86	90
11:00	*	*	*	*	105	96	91	96	*	*	*	*	*	*	98	96
12:00 PM	*	*	*	*	116	118	121	105	*	*	*	*	*	*	118	112
01:00	*	*	*	*	109	132	104	107	*	*	*	*	*	*	106	120
02:00	*	*	*	*	121	108	94	108	*	*	*	*	*	*	108	108
03:00	*	*	*	*	111	122	136	117	*	*	*	*	*	*	124	120
04:00	*	*	*	*	140	109	156	122	*	*	*	*	*	*	148	116
05:00	*	*	*	*	204	135	212	139	*	*	*	*	*	*	208	137
06:00	*	*	*	*	141	122	130	99	*	*	*	*	*	*	136	110
07:00	*	*	*	*	105	67	106	81	*	*	*	*	*	*	106	74
08:00	*	*	*	*	80	61	94	48	*	*	*	*	*	*	87	54
09:00	*	*	*	*	51	40	62	43	*	*	*	*	*	*	56	42
10:00	*	*	*	*	41	32	33	33	*	*	*	*	*	*	37	32
11:00	*	*	*	*	27	17	31	13	*	*	*	*	*	*	29	15
Lane Day	0	0	0	0	1827	1615	1797	1564	0	0	0	0	0	0	1812	1589
AM Peak	-	-	-	-	08:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	-	-	143	122	109	122	-	-	-	-	-	-	126	122
PM Peak	-	-	-	-	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	-	-	204	135	212	139	-	-	-	-	-	-	208	137

Comb. Total	0	0	3442	3361	0	0	0	3401
ADT	ADT 3,402	AADT 3,402						

Summary of Counts:	ADT 3,402
	85% 31 MPH
	Avg Speed 26 MPH
	> 25MPH 61%
	165 Bicycles or 2.4%

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Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
10/19/16	2	3	6	0	2	0	0	0	0	0	0	0	0	0	13	16-25	9
01:00	3	2	4	2	0	0	0	0	0	0	0	0	0	0	11	21-30	6
02:00	0	2	1	3	2	0	0	0	0	0	0	0	0	0	8	26-35	5
03:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	10-19	2
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
05:00	1	1	1	1	1	1	0	1	0	0	0	0	0	0	7	31-40	2
06:00	1	0	5	9	2	0	0	0	0	0	0	0	0	0	17	21-30	14
07:00	1	1	22	38	16	0	0	1	0	0	0	0	0	0	79	21-30	60
08:00	13	3	26	77	19	4	1	0	0	0	0	0	0	0	143	21-30	103
09:00	5	7	25	49	23	2	0	0	0	0	0	0	0	0	111	21-30	74
10:00	3	4	23	42	9	0	0	1	0	0	0	0	0	0	82	21-30	65
11:00	8	4	24	43	20	6	0	0	0	0	0	0	0	0	105	21-30	67
12 PM	8	3	33	56	15	1	0	0	0	0	0	0	0	0	116	21-30	89
13:00	9	7	32	40	14	6	1	0	0	0	0	0	0	0	109	21-30	72
14:00	8	5	38	39	26	5	0	0	0	0	0	0	0	0	121	21-30	77
15:00	8	10	33	41	16	2	0	1	0	0	0	0	0	0	111	21-30	74
16:00	4	8	61	57	9	1	0	0	0	0	0	0	0	0	140	21-30	118
17:00	8	6	65	89	34	1	1	0	0	0	0	0	0	0	204	21-30	154
18:00	9	10	50	50	18	4	0	0	0	0	0	0	0	0	141	21-30	100
19:00	19	9	35	38	3	1	0	0	0	0	0	0	0	0	105	21-30	73
20:00	9	7	30	27	6	1	0	0	0	0	0	0	0	0	80	21-30	57
21:00	3	8	13	24	2	1	0	0	0	0	0	0	0	0	51	21-30	37
22:00	12	1	16	9	3	0	0	0	0	0	0	0	0	0	41	21-30	25
23:00	1	4	10	8	4	0	0	0	0	0	0	0	0	0	27	21-30	18
Total	135	107	554	744	244	36	3	4	0	0	0	0	0	0	1827		
Percent	7.4%	5.9%	30.3%	40.7%	13.4%	2.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	08:00	09:00	11:00	08:00	05:00							08:00		
Vol.	13	7	26	77	23	6	1	1							143		
PM Peak	19:00	15:00	17:00	17:00	17:00	13:00	13:00	15:00							17:00		
Vol.	19	10	65	89	34	6	1	1							204		

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Eastbound	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
10/20/16	1	0	6	2	1	0	0	0	0	0	0	0	0	0	0	10	21-30	8
01:00	8	3	2	3	0	0	0	0	0	0	0	0	0	0	0	16	9-18	6
02:00	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	6	16-25	3
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	20-29	2
05:00	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	4	24-33	2
06:00	1	1	3	4	3	0	0	0	0	0	0	0	0	0	0	12	21-30	7
07:00	9	2	16	36	15	4	0	0	0	0	0	0	0	0	0	82	21-30	52
08:00	8	4	18	61	14	4	0	0	0	0	0	0	0	0	0	109	21-30	79
09:00	7	6	15	53	12	1	0	0	0	0	0	0	0	0	0	94	21-30	68
10:00	2	3	21	40	19	4	0	1	0	0	0	0	0	0	0	90	21-30	61
11:00	4	2	19	48	16	1	1	0	0	0	0	0	0	0	0	91	21-30	67
12 PM	1	5	37	51	24	3	0	0	0	0	0	0	0	0	0	121	21-30	88
13:00	13	6	35	36	13	0	1	0	0	0	0	0	0	0	0	104	21-30	71
14:00	9	9	20	43	10	3	0	0	0	0	0	0	0	0	0	94	21-30	63
15:00	5	9	50	46	25	1	0	0	0	0	0	0	0	0	0	136	21-30	96
16:00	22	13	43	65	12	1	0	0	0	0	0	0	0	0	0	156	21-30	108
17:00	24	3	46	105	28	6	0	0	0	0	0	0	0	0	0	212	21-30	151
18:00	10	3	34	62	21	0	0	0	0	0	0	0	0	0	0	130	21-30	96
19:00	7	8	30	51	7	3	0	0	0	0	0	0	0	0	0	106	21-30	81
20:00	9	5	42	30	7	0	0	0	1	0	0	0	0	0	0	94	21-30	72
21:00	3	6	23	27	2	1	0	0	0	0	0	0	0	0	0	62	21-30	50
22:00	3	3	9	12	5	1	0	0	0	0	0	0	0	0	0	33	21-30	21
23:00	5	4	7	12	3	0	0	0	0	0	0	0	0	0	0	31	21-30	19
Total	153	98	477	791	240	34	2	1	1	0	0	0	0	0	0	1797		
Percent	8.5%	5.5%	26.5%	44.0%	13.4%	1.9%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	10:00	08:00	10:00	07:00	11:00	10:00									08:00	
Vol.	9	6	21	61	19	4	1	1									109	
PM Peak	17:00	16:00	15:00	17:00	17:00	17:00	13:00	20:00									17:00	
Vol.	24	13	50	105	28	6	1	1									212	
Total	288	205	1031	1535	484	70	5	5	1	0	0	0	0	0	0	3624		
Percent	7.9%	5.7%	28.4%	42.4%	13.4%	1.9%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2566
 Percent in Pace : 70.8%
 Number of Vehicles > 25 MPH : 2100
 Percent of Vehicles > 25 MPH : 57.9%
 Mean Speed(Average) : 25 MPH

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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
10/19/16	1	2	2	3	3	0	0	0	1	0	0	0	0	0	12	24-33	6
01:00	1	0	2	1	1	2	0	0	0	0	0	0	0	0	7	31-40	3
02:00	1	1	3	0	1	1	0	0	0	0	0	0	0	0	7	16-25	4
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	29-38	2
05:00	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7	21-30	6
06:00	2	0	5	12	10	0	0	0	0	0	0	0	0	0	29	26-35	22
07:00	4	0	14	35	28	2	0	0	0	0	0	0	0	0	83	26-35	63
08:00	5	1	11	66	38	1	0	0	0	0	0	0	0	0	122	26-35	104
09:00	3	2	22	46	29	2	0	0	0	0	0	0	0	0	104	26-35	75
10:00	3	2	15	45	13	2	0	0	0	0	0	0	0	0	80	21-30	60
11:00	4	6	19	44	21	2	0	0	0	0	0	0	0	0	96	26-35	65
12 PM	8	6	18	52	31	3	0	0	0	0	0	0	0	0	118	26-35	83
13:00	13	5	27	56	29	2	0	0	0	0	0	0	0	0	132	26-35	85
14:00	3	6	24	47	22	5	1	0	0	0	0	0	0	0	108	21-30	71
15:00	9	2	31	54	21	5	0	0	0	0	0	0	0	0	122	21-30	85
16:00	5	6	24	49	24	1	0	0	0	0	0	0	0	0	109	21-30	73
17:00	5	10	40	59	20	1	0	0	0	0	0	0	0	0	135	21-30	99
18:00	14	4	32	55	15	2	0	0	0	0	0	0	0	0	122	21-30	87
19:00	17	8	24	13	5	0	0	0	0	0	0	0	0	0	67	21-30	37
20:00	8	7	20	18	7	1	0	0	0	0	0	0	0	0	61	21-30	38
21:00	3	2	10	13	10	2	0	0	0	0	0	0	0	0	40	21-30	23
22:00	4	0	8	11	9	0	0	0	0	0	0	0	0	0	32	24-33	20
23:00	0	4	3	5	5	0	0	0	0	0	0	0	0	0	17	25-34	10
Total	113	74	358	689	344	35	1	0	1	0	0	0	0	0	1615		
Percent	7.0%	4.6%	22.2%	42.7%	21.3%	2.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	09:00	08:00	08:00	01:00			00:00						08:00		
Vol.	5	6	22	66	38	2			1						122		
PM Peak	19:00	17:00	17:00	17:00	12:00	14:00	14:00								17:00		
Vol.	17	10	40	59	31	5	1								135		

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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
10/20/16	5	1	3	3	0	0	0	0	0	0	0	0	0	0	12	20-29	6
01:00	4	0	2	2	1	0	0	0	0	0	0	0	0	0	9	21-30	4
02:00	1	5	0	1	0	0	0	0	0	0	0	0	0	0	7	16-25	5
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
05:00	3	0	1	4	2	0	0	0	0	0	0	0	0	0	10	26-35	6
06:00	2	0	2	11	6	2	0	0	0	0	0	0	0	0	23	26-35	17
07:00	10	3	8	20	18	3	0	0	0	0	0	0	0	0	62	26-35	38
08:00	11	2	23	56	24	6	0	0	0	0	0	0	0	0	122	26-35	80
09:00	4	2	24	48	23	3	0	0	0	0	0	0	0	0	104	21-30	72
10:00	7	2	22	45	21	4	0	0	0	0	0	0	0	0	101	21-30	67
11:00	1	3	26	42	20	4	0	0	0	0	0	0	0	0	96	21-30	68
12 PM	6	4	19	53	21	2	0	0	0	0	0	0	0	0	105	25-34	74
13:00	9	3	21	55	18	1	0	0	0	0	0	0	0	0	107	21-30	76
14:00	17	8	30	39	13	1	0	0	0	0	0	0	0	0	108	21-30	69
15:00	9	3	39	49	12	4	1	0	0	0	0	0	0	0	117	21-30	88
16:00	15	5	21	59	21	1	0	0	0	0	0	0	0	0	122	23-32	80
17:00	22	6	21	66	23	1	0	0	0	0	0	0	0	0	139	25-34	89
18:00	12	7	20	41	15	4	0	0	0	0	0	0	0	0	99	21-30	61
19:00	4	6	21	37	10	2	1	0	0	0	0	0	0	0	81	21-30	58
20:00	2	2	20	22	2	0	0	0	0	0	0	0	0	0	48	21-30	42
21:00	3	4	14	16	5	1	0	0	0	0	0	0	0	0	43	21-30	30
22:00	3	2	8	14	5	0	1	0	0	0	0	0	0	0	33	21-30	22
23:00	1	3	3	6	0	0	0	0	0	0	0	0	0	0	13	21-30	9
Total	151	71	348	691	261	39	3	0	0	0	0	0	0	0	1564		
Percent	9.7%	4.5%	22.3%	44.2%	16.7%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	02:00	11:00	08:00	08:00	08:00									08:00		
Vol.	11	5	26	56	24	6									122		
PM Peak	17:00	14:00	15:00	17:00	17:00	15:00	15:00								17:00		
Vol.	22	8	39	66	23	4	1								139		
Total	264	145	706	1380	605	74	4	0	1	0	0	0	0	0	3179		
Percent	8.3%	4.6%	22.2%	43.4%	19.0%	2.3%	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 : 31 MPH
 95th Percentile : 34 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2086
 Percent in Pace : 65.6%
 Number of Vehicles > 25 MPH : 2064
 Percent of Vehicles > 25 MPH : 64.9%
 Mean Speed(Average) : 26 MPH

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

Site Code: q4418
 Station ID:
 E. 1st Street
 S. Grant St. to S. Henderson 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
10/19/16	3	5	8	3	5	0	0	0	1	0	0	0	0	0	25	16-25	13
01:00	4	2	6	3	1	2	0	0	0	0	0	0	0	0	18	19-28	9
02:00	1	3	4	3	3	1	0	0	0	0	0	0	0	0	15	16-25	7
03:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5	14-23	3
04:00	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5	21-30	3
05:00	1	1	3	5	2	1	0	1	0	0	0	0	0	0	14	21-30	8
06:00	3	0	10	21	12	0	0	0	0	0	0	0	0	0	46	25-34	33
07:00	5	1	36	73	44	2	0	1	0	0	0	0	0	0	162	26-35	117
08:00	18	4	37	143	57	5	1	0	0	0	0	0	0	0	265	26-35	200
09:00	8	9	47	95	52	4	0	0	0	0	0	0	0	0	215	26-35	147
10:00	6	6	38	87	22	2	0	1	0	0	0	0	0	0	162	21-30	125
11:00	12	10	43	87	41	8	0	0	0	0	0	0	0	0	201	21-30	130
12 PM	16	9	51	108	46	4	0	0	0	0	0	0	0	0	234	21-30	159
13:00	22	12	59	96	43	8	1	0	0	0	0	0	0	0	241	21-30	155
14:00	11	11	62	86	48	10	1	0	0	0	0	0	0	0	229	21-30	148
15:00	17	12	64	95	37	7	0	1	0	0	0	0	0	0	233	21-30	159
16:00	9	14	85	106	33	2	0	0	0	0	0	0	0	0	249	21-30	191
17:00	13	16	105	148	54	2	1	0	0	0	0	0	0	0	339	21-30	253
18:00	23	14	82	105	33	6	0	0	0	0	0	0	0	0	263	21-30	187
19:00	36	17	59	51	8	1	0	0	0	0	0	0	0	0	172	21-30	110
20:00	17	14	50	45	13	2	0	0	0	0	0	0	0	0	141	21-30	95
21:00	6	10	23	37	12	3	0	0	0	0	0	0	0	0	91	21-30	60
22:00	16	1	24	20	12	0	0	0	0	0	0	0	0	0	73	21-30	44
23:00	1	8	13	13	9	0	0	0	0	0	0	0	0	0	44	21-30	26
Total	248	181	912	1433	588	71	4	4	1	0	0	0	0	0	3442		
Percent	7.2%	5.3%	26.5%	41.6%	17.1%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	09:00	08:00	08:00	11:00	08:00	05:00	00:00						08:00		
Vol.	18	10	47	143	57	8	1	1	1						265		
PM Peak	19:00	19:00	17:00	17:00	17:00	14:00	13:00	15:00							17:00		
Vol.	36	17	105	148	54	10	1	1							339		

City of Bloomington
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Site Code: q4418
 Station ID:
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 S. Grant St. to S. Henderson 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
10/20/16	6	1	9	5	1	0	0	0	0	0	0	0	0	0	22	21-30	14
01:00	12	3	4	5	1	0	0	0	0	0	0	0	0	0	25	20-29	9
02:00	2	7	1	2	1	0	0	0	0	0	0	0	0	0	13	16-25	8
03:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
04:00	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	21-30	4
05:00	3	1	1	5	3	1	0	0	0	0	0	0	0	0	14	25-34	8
06:00	3	1	5	15	9	2	0	0	0	0	0	0	0	0	35	26-35	24
07:00	19	5	24	56	33	7	0	0	0	0	0	0	0	0	144	26-35	89
08:00	19	6	41	117	38	10	0	0	0	0	0	0	0	0	231	21-30	158
09:00	11	8	39	101	35	4	0	0	0	0	0	0	0	0	198	21-30	140
10:00	9	5	43	85	40	8	0	1	0	0	0	0	0	0	191	21-30	128
11:00	5	5	45	90	36	5	1	0	0	0	0	0	0	0	187	21-30	135
12 PM	7	9	56	104	45	5	0	0	0	0	0	0	0	0	226	21-30	160
13:00	22	9	56	91	31	1	1	0	0	0	0	0	0	0	211	21-30	147
14:00	26	17	50	82	23	4	0	0	0	0	0	0	0	0	202	21-30	132
15:00	14	12	89	95	37	5	1	0	0	0	0	0	0	0	253	21-30	184
16:00	37	18	64	124	33	2	0	0	0	0	0	0	0	0	278	21-30	188
17:00	46	9	67	171	51	7	0	0	0	0	0	0	0	0	351	21-30	238
18:00	22	10	54	103	36	4	0	0	0	0	0	0	0	0	229	21-30	157
19:00	11	14	51	88	17	5	1	0	0	0	0	0	0	0	187	21-30	139
20:00	11	7	62	52	9	0	0	0	1	0	0	0	0	0	142	21-30	114
21:00	6	10	37	43	7	2	0	0	0	0	0	0	0	0	105	21-30	80
22:00	6	5	17	26	10	1	1	0	0	0	0	0	0	0	66	21-30	43
23:00	6	7	10	18	3	0	0	0	0	0	0	0	0	0	44	21-30	28
Total	304	169	825	1482	501	73	5	1	1	0	0	0	0	0	3361		
Percent	9.0%	5.0%	24.5%	44.1%	14.9%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	09:00	11:00	08:00	10:00	08:00	11:00	10:00								08:00	
Vol.	19	8	45	117	40	10	1	1								231	
PM Peak	17:00	16:00	15:00	17:00	17:00	17:00	13:00	20:00								17:00	
Vol.	46	18	89	171	51	7	1	1								351	
Total	552	350	1737	2915	1089	144	9	5	2	0	0	0	0	0	6803		
Percent	8.1%	5.1%	25.5%	42.8%	16.0%	2.1%	0.1%	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 : 31 MPH
 95th Percentile : 34 MPH

Stats
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 4652
 Percent in Pace : 68.4%
 Number of Vehicles > 25 MPH : 4164
 Percent of Vehicles > 25 MPH : 61.2%
 Mean Speed(Average) : 26 MPH

City of Bloomington
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Site Code: q4418
 Station ID:
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 S. Grant St. to S. Henderson St.
 Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/19/1																
6	0	9	3	0	0	0	0	0	0	0	0	0	0	0	1	13
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	3	11
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	1	17
07:00	0	60	17	0	1	0	0	0	0	0	0	0	0	0	1	79
08:00	3	104	18	1	2	0	0	0	0	0	0	0	0	9	6	143
09:00	1	86	16	0	2	1	0	0	0	0	0	0	0	3	2	111
10:00	0	61	17	0	1	0	0	0	0	0	0	0	0	0	3	82
11:00	0	82	14	0	1	0	0	0	0	0	0	0	0	2	6	105
12 PM	0	82	24	0	2	0	0	0	0	0	0	0	0	3	5	116
13:00	0	71	26	0	1	0	0	0	0	0	0	0	0	8	3	109
14:00	0	90	21	0	2	0	0	0	0	0	0	0	0	8	0	121
15:00	1	86	16	0	1	1	0	0	0	0	0	0	0	2	4	111
16:00	1	112	22	1	0	0	0	0	0	0	0	0	0	1	3	140
17:00	0	151	40	1	7	0	0	0	0	0	0	0	0	2	3	204
18:00	0	112	17	0	4	1	0	0	0	0	0	0	0	1	6	141
19:00	0	72	21	0	1	1	0	0	0	0	0	0	0	1	9	105
20:00	1	64	6	0	1	1	0	0	0	0	0	0	0	3	4	80
21:00	0	39	8	0	1	0	0	0	0	0	0	0	0	2	1	51
22:00	0	26	5	0	0	0	0	0	0	0	0	0	0	2	8	41
23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Total	7	1368	300	3	28	5	0	0	0	0	0	0	0	47	69	1827
Percent	0.4%	74.9%	16.4%	0.2%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	3.8%	

City of Bloomington
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 Bloomington, IN 47404

Site Code: q4418
 Station ID:
 E. 1st Street
 S. Grant St. to S. Henderson St.
 Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/20/1																
6	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	5	5	0	0	0	0	0	0	0	0	0	0	0	6	16
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	6
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	51	17	0	5	0	0	0	0	0	0	0	0	1	8	82
08:00	1	76	19	1	4	0	0	0	0	0	0	0	0	1	7	109
09:00	0	70	13	0	3	0	0	0	0	0	0	0	0	2	6	94
10:00	0	63	17	0	8	0	0	0	0	0	0	0	0	0	2	90
11:00	0	65	20	0	2	0	0	0	0	0	0	0	0	2	2	91
12 PM	0	92	23	0	5	0	0	0	0	0	0	0	0	1	0	121
13:00	0	77	10	0	6	0	0	0	0	0	0	0	0	3	8	104
14:00	0	56	25	0	1	0	0	1	0	0	0	0	0	3	8	94
15:00	0	93	34	0	4	0	0	0	0	0	0	0	0	1	4	136
16:00	0	110	23	0	0	0	0	0	0	0	0	0	0	2	21	156
17:00	1	152	30	1	3	1	0	0	0	0	0	0	0	0	24	212
18:00	0	102	16	0	2	0	0	0	0	0	0	0	0	1	9	130
19:00	0	88	9	0	1	0	0	0	0	0	0	0	0	3	5	106
20:00	1	74	10	0	1	0	0	0	0	0	0	0	0	0	8	94
21:00	1	48	10	0	0	0	0	0	0	0	0	0	0	0	3	62
22:00	0	27	3	0	0	0	0	0	0	0	0	0	0	1	2	33
23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	4	31
Total	4	1300	293	2	46	1	0	1	0	0	0	0	0	22	128	1797
Percent	0.2%	72.3%	16.3%	0.1%	2.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	7.1%	
Total	11	2668	593	5	74	6	0	1	0	0	0	0	0	69	197	3624
Percent	0.3%	73.6%	16.4%	0.1%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	5.4%	

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Site Code: q4418
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 Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/19/1																
6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	12
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	1	7
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	23	4	0	0	0	0	0	0	0	0	0	0	1	1	29
07:00	1	73	4	0	0	0	0	0	0	0	0	0	0	4	1	83
08:00	1	108	9	1	0	0	0	0	0	0	0	0	0	1	2	122
09:00	0	90	8	0	2	0	0	0	0	0	0	0	0	2	2	104
10:00	1	64	9	0	1	0	0	0	0	0	0	0	0	1	4	80
11:00	0	73	18	0	0	1	0	0	0	0	0	0	0	1	3	96
12 PM	0	92	13	0	2	0	0	0	0	0	0	0	0	8	3	118
13:00	0	90	24	1	5	0	0	1	0	0	0	0	0	3	8	132
14:00	0	81	18	0	4	0	0	0	0	0	0	0	0	2	3	108
15:00	1	88	23	0	1	0	0	0	0	0	0	0	0	3	6	122
16:00	1	88	14	0	0	0	0	0	0	0	0	0	0	3	3	109
17:00	0	107	21	1	0	0	0	0	0	0	0	0	0	2	4	135
18:00	1	92	10	0	0	2	0	0	0	0	0	0	0	6	11	122
19:00	1	35	2	0	0	0	0	0	0	0	0	0	0	12	17	67
20:00	0	46	6	0	1	0	0	0	0	0	0	0	0	2	6	61
21:00	0	35	3	0	0	0	0	0	0	0	0	0	0	1	1	40
22:00	0	25	1	0	1	0	0	0	0	0	0	0	0	1	4	32
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	2	0	17
Total	7	1256	189	4	18	3	0	1	0	0	0	0	0	56	81	1615
Percent	0.4%	77.8%	11.7%	0.2%	1.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	5.0%	

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 Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/20/1																
6	0	4	0	0	0	2	0	0	0	0	0	0	0	2	4	12
01:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	6	9
02:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	2	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	1	4	0	1	0	0	0	0	0	0	0	0	0	1	3	10
06:00	0	17	2	0	0	1	0	0	0	0	0	0	0	1	2	23
07:00	0	44	5	0	1	1	0	0	0	0	0	0	0	2	9	62
08:00	0	98	9	0	1	0	0	0	0	0	0	0	0	4	10	122
09:00	2	88	10	0	0	0	0	0	0	0	0	0	0	2	2	104
10:00	0	72	13	0	4	0	0	0	0	0	0	0	0	3	9	101
11:00	1	76	15	0	2	1	0	0	0	0	0	0	0	0	1	96
12 PM	0	86	13	0	0	0	0	0	0	0	0	0	0	2	4	105
13:00	0	81	18	1	0	0	0	0	0	0	0	0	0	1	6	107
14:00	2	61	12	0	1	7	0	0	0	0	0	0	0	3	22	108
15:00	0	86	17	0	0	1	0	0	0	0	0	0	0	5	8	117
16:00	1	98	9	0	0	0	0	0	0	0	0	0	0	1	13	122
17:00	0	100	11	0	2	0	0	0	0	0	0	0	0	2	24	139
18:00	0	75	6	0	1	1	0	0	0	0	0	0	0	4	12	99
19:00	1	67	9	0	0	0	0	0	0	0	0	0	0	1	3	81
20:00	0	43	3	0	0	0	0	0	0	0	0	0	0	2	0	48
21:00	0	35	3	0	0	0	0	0	0	0	0	0	0	3	2	43
22:00	0	28	2	0	0	0	0	0	0	0	0	0	0	1	2	33
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Total	8	1182	157	2	13	16	0	0	0	0	0	0	0	40	146	1564
Percent	0.5%	75.6%	10.0%	0.1%	0.8%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	9.3%	
Total	15	2438	346	6	31	19	0	1	0	0	0	0	0	96	227	3179
Percent	0.5%	76.7%	10.9%	0.2%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	7.1%	

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

Site Code: q4418
 Station ID:
 E. 1st Street
 S. Grant St. to S. Henderson St.
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/19/1																
6	0	20	3	0	0	0	0	0	0	0	0	0	0	0	2	25
01:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	4	18
02:00	0	11	2	0	1	0	0	0	0	0	0	0	0	1	0	15
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	35	8	0	0	0	0	0	0	0	0	0	0	1	2	46
07:00	1	133	21	0	1	0	0	0	0	0	0	0	0	4	2	162
08:00	4	212	27	2	2	0	0	0	0	0	0	0	0	10	8	265
09:00	1	176	24	0	4	1	0	0	0	0	0	0	0	5	4	215
10:00	1	125	26	0	2	0	0	0	0	0	0	0	0	1	7	162
11:00	0	155	32	0	1	1	0	0	0	0	0	0	0	3	9	201
12 PM	0	174	37	0	4	0	0	0	0	0	0	0	0	11	8	234
13:00	0	161	50	1	6	0	0	1	0	0	0	0	0	11	11	241
14:00	0	171	39	0	6	0	0	0	0	0	0	0	0	10	3	229
15:00	2	174	39	0	2	1	0	0	0	0	0	0	0	5	10	233
16:00	2	200	36	1	0	0	0	0	0	0	0	0	0	4	6	249
17:00	0	258	61	2	7	0	0	0	0	0	0	0	0	4	7	339
18:00	1	204	27	0	4	3	0	0	0	0	0	0	0	7	17	263
19:00	1	107	23	0	1	1	0	0	0	0	0	0	0	13	26	172
20:00	1	110	12	0	2	1	0	0	0	0	0	0	0	5	10	141
21:00	0	74	11	0	1	0	0	0	0	0	0	0	0	3	2	91
22:00	0	51	6	0	1	0	0	0	0	0	0	0	0	3	12	73
23:00	0	41	1	0	0	0	0	0	0	0	0	0	0	2	0	44
Total	14	2624	489	7	46	8	0	1	0	0	0	0	0	103	150	3442
Percent	0.4%	76.2%	14.2%	0.2%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	4.4%	

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

Site Code: q4418
 Station ID:
 E. 1st Street
 S. Grant St. to S. Henderson St.
 Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	Motor	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Doubl	5 Axle Doubl	>6 Axl Doubl	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Bicycl	Not Class	Total
10/20/1																
6	0	12	2	0	0	2	0	0	0	0	0	0	0	2	4	22
01:00	0	7	5	0	0	1	0	0	0	0	0	0	0	0	12	25
02:00	0	6	2	0	1	0	0	0	0	0	0	0	0	1	3	13
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
04:00	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
05:00	1	7	0	1	1	0	0	0	0	0	0	0	0	1	3	14
06:00	0	26	5	0	0	1	0	0	0	0	0	0	0	1	2	35
07:00	0	95	22	0	6	1	0	0	0	0	0	0	0	3	17	144
08:00	1	174	28	1	5	0	0	0	0	0	0	0	0	5	17	231
09:00	2	158	23	0	3	0	0	0	0	0	0	0	0	4	8	198
10:00	0	135	30	0	12	0	0	0	0	0	0	0	0	3	11	191
11:00	1	141	35	0	4	1	0	0	0	0	0	0	0	2	3	187
12 PM	0	178	36	0	5	0	0	0	0	0	0	0	0	3	4	226
13:00	0	158	28	1	6	0	0	0	0	0	0	0	0	4	14	211
14:00	2	117	37	0	2	7	0	1	0	0	0	0	0	6	30	202
15:00	0	179	51	0	4	1	0	0	0	0	0	0	0	6	12	253
16:00	1	208	32	0	0	0	0	0	0	0	0	0	0	3	34	278
17:00	1	252	41	1	5	1	0	0	0	0	0	0	0	2	48	351
18:00	0	177	22	0	3	1	0	0	0	0	0	0	0	5	21	229
19:00	1	155	18	0	1	0	0	0	0	0	0	0	0	4	8	187
20:00	1	117	13	0	1	0	0	0	0	0	0	0	0	2	8	142
21:00	1	83	13	0	0	0	0	0	0	0	0	0	0	3	5	105
22:00	0	55	5	0	0	0	0	0	0	0	0	0	0	2	4	66
23:00	0	39	0	0	0	0	0	0	0	0	0	0	0	0	5	44
Total	12	2482	450	4	59	17	0	1	0	0	0	0	0	62	274	3361
Percent	0.4%	73.8%	13.4%	0.1%	1.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	8.2%	
Total	26	5106	939	11	105	25	0	2	0	0	0	0	0	165	424	6803
Percent	0.4%	75.1%	13.8%	0.2%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	6.2%	

2017 Traffic Commission Meeting Dates
City Council Chambers at 4:30 PM

January 25

February 22

March 22

April 26

May 24

June 28

July 26

August 23

September 27

October 25

November 15

December 13



MEMORANDUM

To: Traffic Commission
From: Scott Robinson, Planning Service Manager
Date: December 5, 2016
Re: 8th Street – covert to a two-way street between Morton Street and College Avenue

Background

This location was recently discussed at the October 26th Traffic Commission meeting. Staff evaluated the request by Monroe County Commissioner Julie Thomas in anticipation of the opening of the Monroe County parking garage. Site distances related to on-street parking on College Avenue and a request for two-way traffic along 8th Street were evaluated. Staff recommended as a first step to remove two on-street parking spaces along College Avenue to improve sight distances for eastbound vehicles on 8th Street. The Traffic Commission supported this recommendation. However, the County Commissioners and the Bloomington Police Department have remaining concerns over 8th Street being one-way eastbound. Converting 8th Street to two-way traffic operation between the north/south alley and Morton Street could provide another option for County employee vehicles leaving the parking garage. This option would not change the ability to enter the parking garage and it would not remove the need for the previously discussed improvements at the intersection of 8th Street and College Avenue.

Staff believes that removing the parking spaces on College Avenue along with the planned curb ramp improvements in the summer of 2017 is an appropriate first step. The conversion of 8th Street into a two-way street would result in similar sight distance concerns at Morton Street and would likely require the removal of multiple on-street metered parking spaces on Morton Street (both north and south of 8th Street) as well as on 8th Street. While technically possible to convert 8th Street into a two-way street for a half block, staff is seeking policy direction on the overall benefit to remove on-street parking to accommodate vehicles exiting the parking garage. Suggested topics for discussion include peak and non-peak activity, employee education opportunities, other alternatives (alley operations, time limits on parking, additional improvements at 8th-College), and the timing of any anticipated next steps.

Recommendations

Staff is seeking policy direction on the conversion of 8th Street into a two-way street between north/south alley and Morton Street.



MEMORANDUM

To: Traffic Commission
From: Neil Kopper, Project Engineer
Date: December 14, 2016
Re: Jordan Ave. Speed Limit between Atwater Ave. and 17th St.

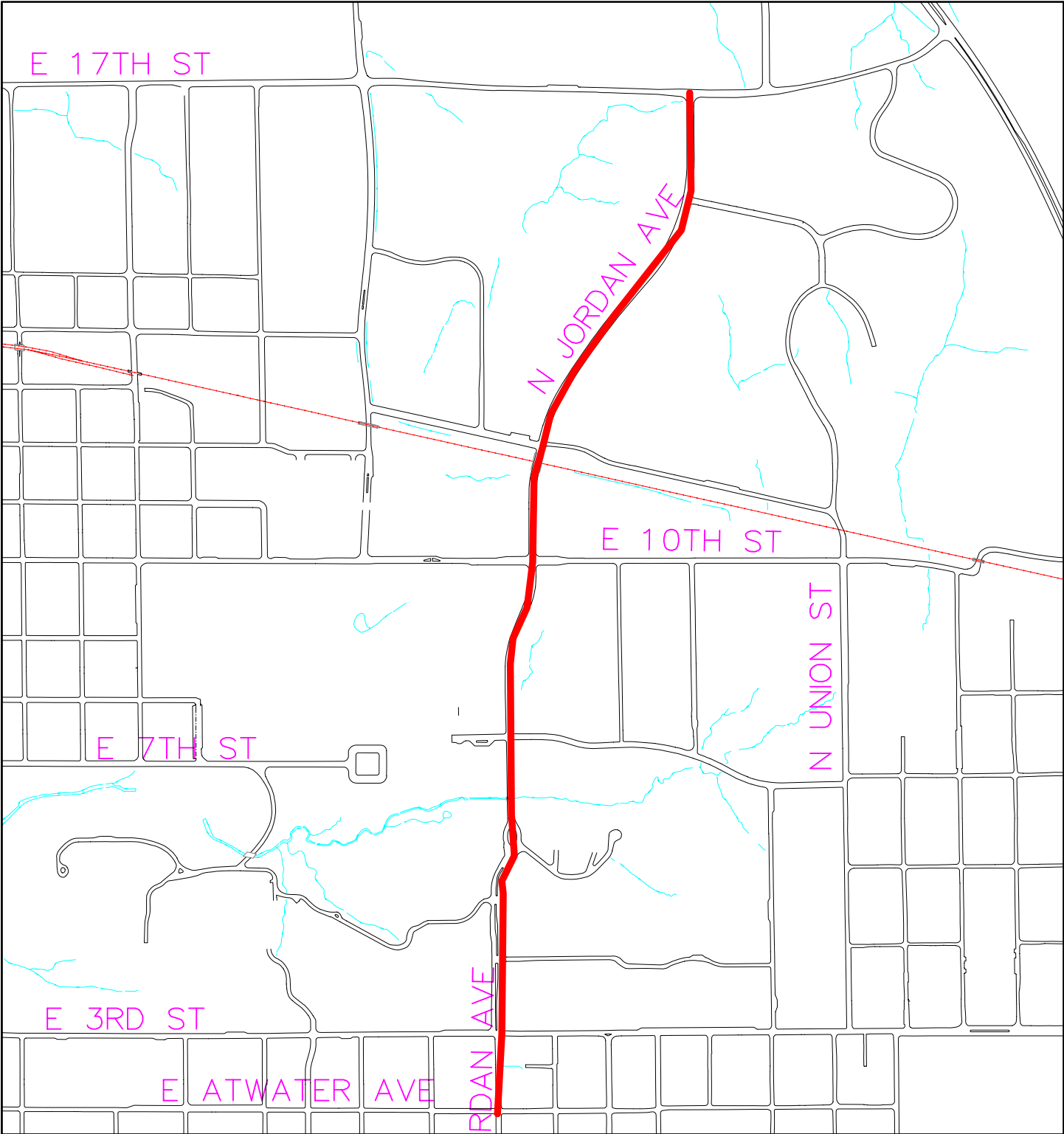
Background

This request started as a citizen's concern regarding the absence of any posted speed limit on Jordan Ave. The issue was cited in uReport as follows: 'There are no speed limit signs on the part of Jordan Ave that goes through campus (i contacted IUPD about this and they told me because it was a city street to contact the city). IUPD also told me the speed limit on that part of Jordan is currently 30mph; with the new work done last year, there are now five pedestrian crosswalks not at intersections on this section of the road, so that speed is probably too high, particularly with the hill and curve in the road near the Musical Arts Center'.

Currently the Bloomington Municipal Code 15.24.020 states: 'When appropriate signs are erected that these speed limits are the maximum speeds that a vehicle may be driven, no person shall drive a vehicle at a speed greater than that posted'. Schedule I of this code lists the posted speed limit on Jordan Ave between Atwater Ave. and 17th St. as 30mph.

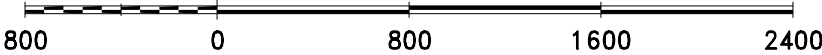
According to recently collected traffic data the average daily traffic (ADT) on southbound Jordan Ave. is 4,554 vehicles per day with the 85 percentile of drivers traveling at a speed of 27 mph and an average speed of 20mph. The average daily traffic (ADT) on northbound Jordan Ave. is 4,355 vehicles per day with the 85 percentile of drivers traveling at a speed of 27.5 mph and an average speed of 21.75 mph.

Recommendation: Staff recommends changing the Speed Limit for Jordan Ave. between Atwater Ave. and 17th St. to 25mph. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.

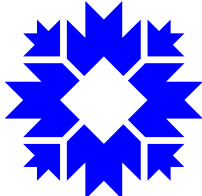


Jordan Avenue - 25 MPH Speed Limit

By: robinsos
6 Dec 16

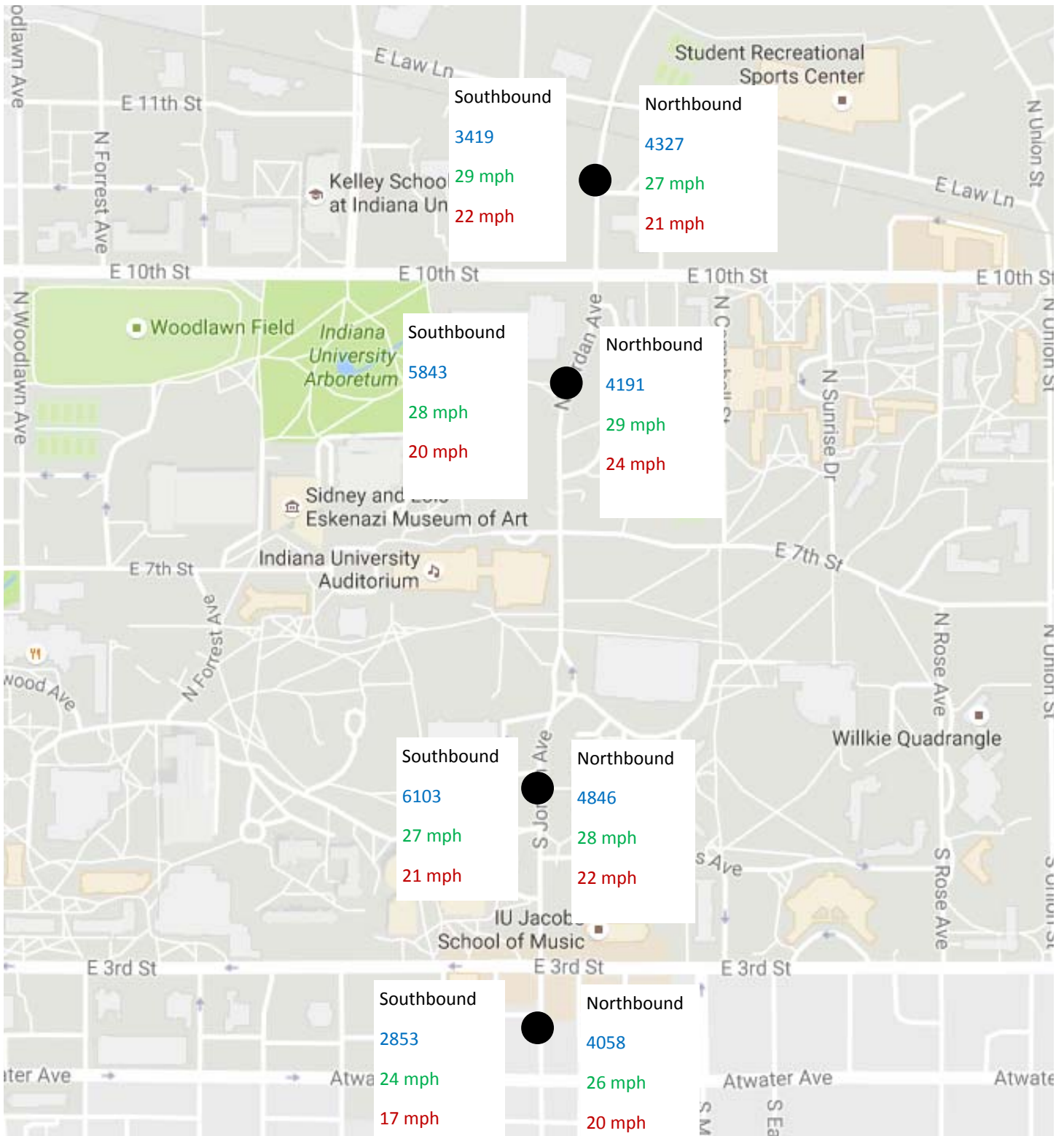


City of Bloomington
Planning & Transportation



Scale: 1" = 800'

For reference only; map information NOT warranted.



Jordan Avenue Traffic Volume and Speed Data

ADT

85th Percentile Speed

Average Speed



MEMORANDUM

To: Traffic Commission
From: Scott Robinson, Planning Services Manager
Date: December 5, 2016
Re: Old SR 37 and North Dunn Street – codify posted speed limits

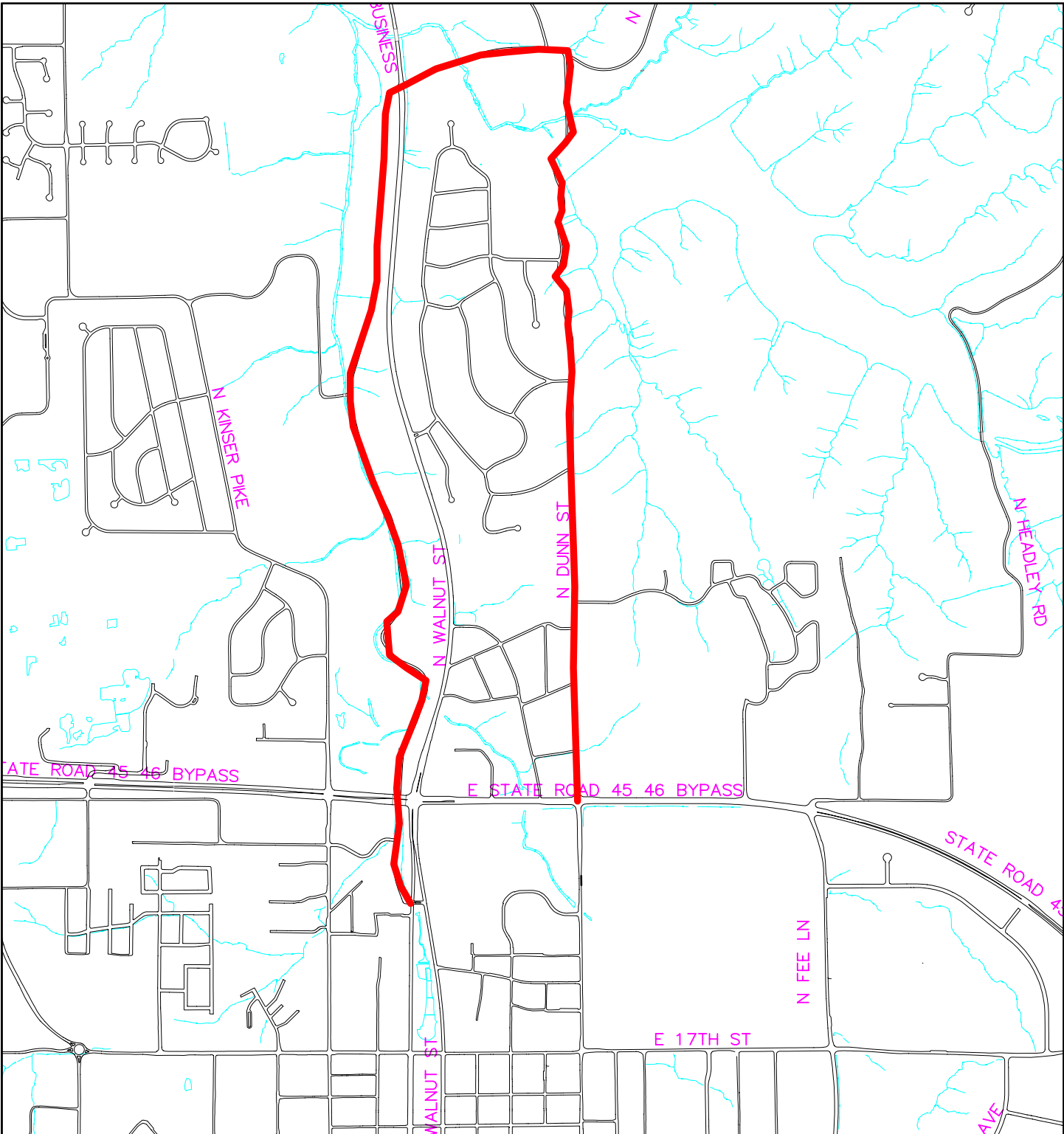
Background

During the recent opening of the Old SR 37 and North Dunn Street project and a review of Title 15, staff noticed a discrepancy between City code and current practice. The posted speed limits signs along portions of Old SR 37 and North Dunn Street are not included within Title 15. The default speed limit is 25 Miles per Hour (MPH), unless specified within Schedule I that lists segments of roadways with increased or decreased speed limits. Title 15 should reflect the posted speed limits to avoid confusion and improve consistency.

The posted speed limits are 20 MPH for Old SR 37 from North College Avenue to North Walnut Street and 30 MPH from North Walnut Street to North Dunn Street. The posted speed limit is 30 MPH for North Dunn Street from the SR 45/46 Bypass to Old SR 37. Warning signage, such as curves, steep hills, and playgrounds, are also posted and do include speed reductions.

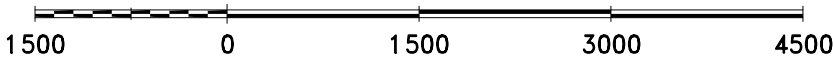
Recommendations

Staff requests that the Traffic Commission recommend that the City Council amend Title 15 to reflect the posted speed limits for Old SR 37 and North Dunn Street. This would require amending Title 15.24.020 Schedule I. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.

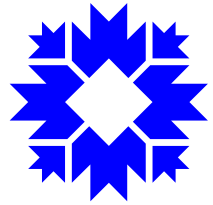


Old SR 37 and North Dunn Street – Speed Limit

By: robinsos
6 Dec 16



City of Bloomington
Planning & Transportation



Scale: 1" = 1500'

For reference only; map information NOT warranted.



MEMORANDUM

To: Traffic Commission
From: Nate Nickel, Senior Long Range Planner
Date: December 7, 2016
Re: W. 4th Street – Codify Existing No-Parking Zones

Background

During a recent review of Title 15, staff noticed a discrepancy between City code and current practice. A large portion of W. 4th Street, between S. Elm Street and S. Jackson Street, prohibits parking along the north side of the street. This has been the case for at least 60 years and corresponding signs are currently in place designating these areas as no parking zones. However, in the course of reviewing Title 15, staff determined that there actually are no such formal parking restrictions for this section of W. 4th Street in the City code.

Because this parking prohibition has been in place for such a lengthy period of time, has long been accepted practice in the neighborhood and has not generated any concerns from the public, staff would like to reflect current conditions by formally codifying the north-side of W. 4th Street between S. Elm Street and S. Jackson Street as a no parking zone in Title 15.

Recommendations

Staff requests that the Traffic Commission recommend that the City Council amend Title 15 in regards to implementing a no-parking zone on the north side of W. 4th Street, between S. Elm Street and S. Jackson Street. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.



Looking west on W. 4th Street (~25' width) from Jackson Street, with the no parking zone on the right side (north-side) of the street.



Looking west on W. 4th Street (~25' width) from Fairview Street, with the no parking zone on the right side (north-side) of the street.



Looking west on W. 4th Street (~25' width) from Waldron Street, with the no parking zone on the right side (north-side) of the street.



MEMORANDUM

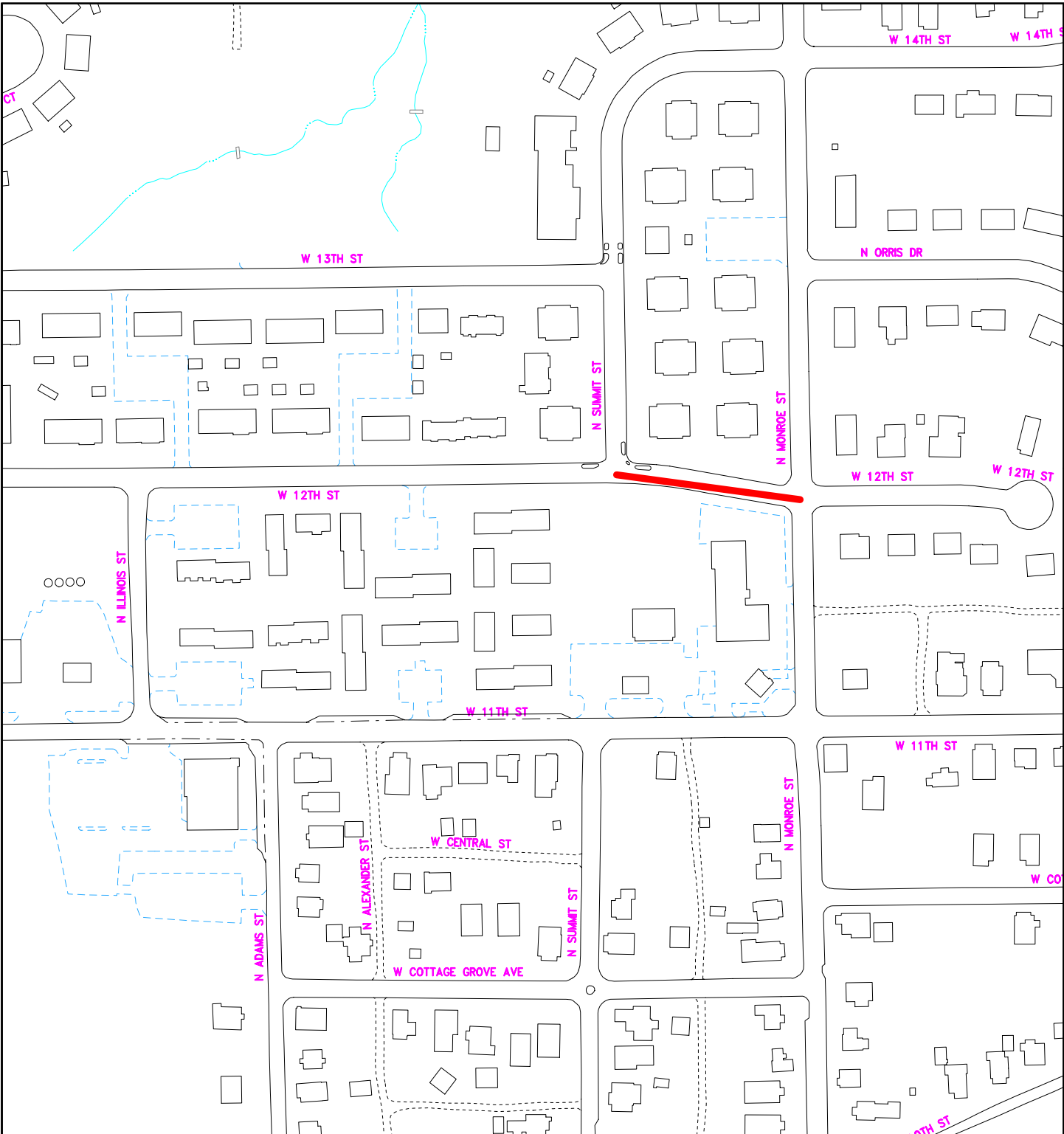
To: Traffic Commission
From: Scott Robinson, Planning Services Manager
Date: December 5, 2016
Re: West 12th Street – new on-street parking between Summit Street and Monroe Street

Background

The Boys and Girls Club is renovating their site located at 12th Street and Monroe Street. With these improvements on-street parking will be provided along a portion of the south side of 12th Street. A site plan is included for reference. Title 15 currently restricts parking on the south side of 12th Street, from Illinois Street to Monroe Street, during any time. Bloomington Transit provides service along this section of 12th Street. Site designs and public improvements have accounted for Bloomington Transit's service needs. Schedule M, of Title 15.32.080, will need to be amended to reflect these street improvements to allow for on-street parking.

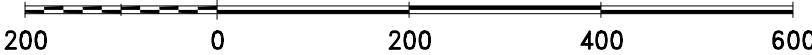
Recommendations

Staff recommends amending Title 15.32.080, Schedule M, No Parking Zones to allow parking along the south side of 12th Street from Summit Street to Monroe Street. Specifically, no parking would be limited from Illinois Street to Summit Street, on the south side of the street, during any time. If approved, a more detailed amendment will be prepared once this request is forwarded to the Common Council for their consideration.

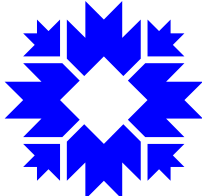


West 12th Street Parking

By: robinsos
6 Dec 16



City of Bloomington
Planning & Transportation



Scale: 1" = 200'

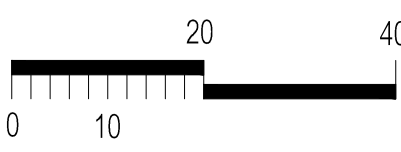
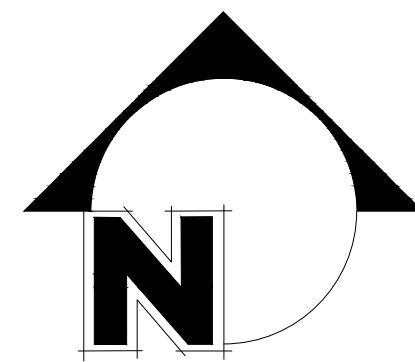
For reference only; map information NOT warranted.



Existing conditions looking west on 12th Street towards Summit Street



Existing conditions looking east along 12th Street toward Monroe Street



SCALE: 1"=20'

SITE PLAN NOTES

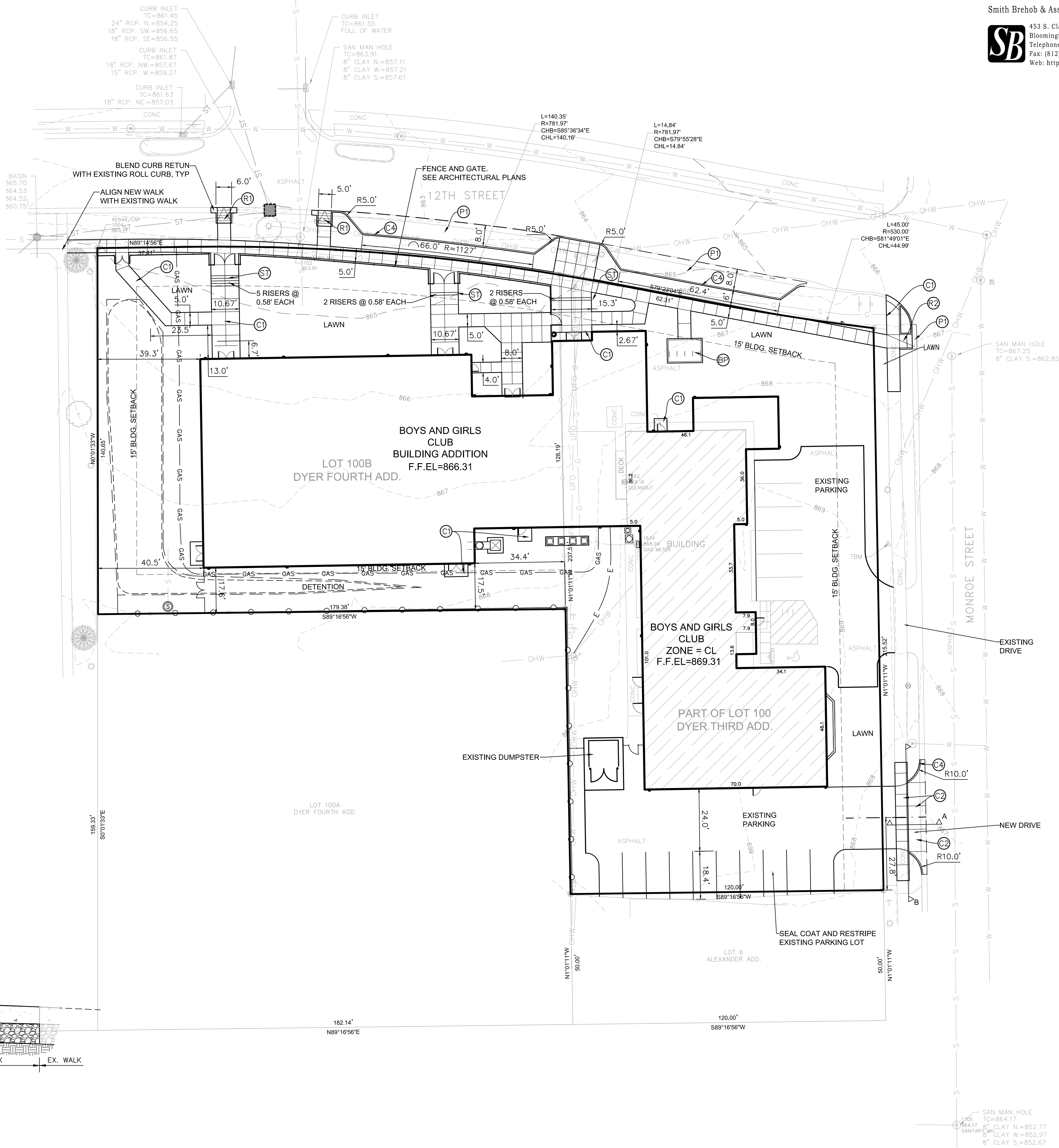
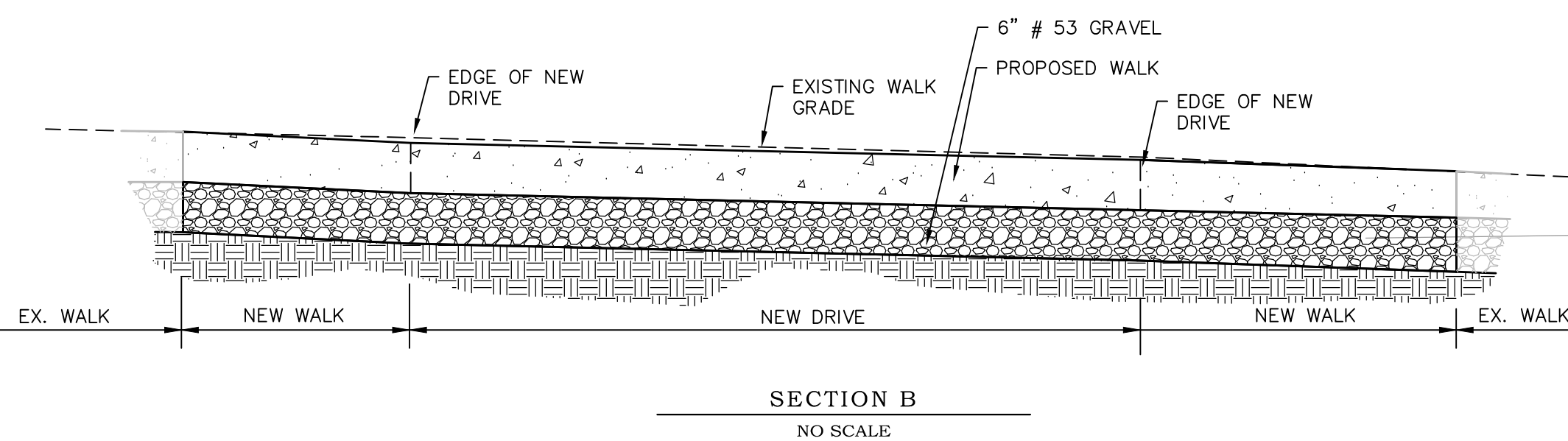
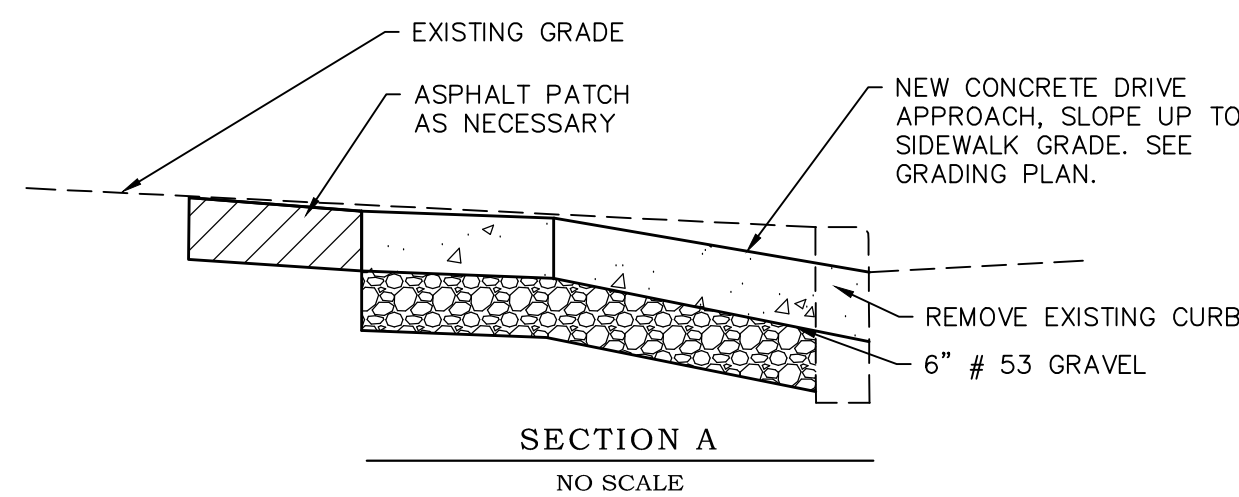
- SEE SMITH BREHOB STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
- SIDEWALK RAMPS SHALL BE IN ACCORDANCE WITH THE LATEST ADA AND CITY OF BLOOMINGTON REQUIREMENTS. CONTRACTOR SHALL COORDINATE WORK WITH CITY ENGINEERING PRIOR TO COMMENCEMENT.
- PAVEMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 808 & 912.14 OF THE 2014 INDOT STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS.

LEGEND

PROPOSED 1' CONTOUR	869
PROPOSED 5' CONTOUR	870
PROPOSED SPOT ELEVATION	+780.08
SILT FENCE	88
GRADING LIMITS	89
YARD INLET	90
FLOW ARROW	91
DOMESTIC COLD WATER	92
FIRE PROTECTION SERVICE	93
SETBACK LINE	94
SANITARY LATERAL	95
ROCK CHECK DAM	96
STORZ CONNECTION	97
BENCH MARK	98
MAG NAIL	99
UTILITY POLE	100
EX. WATER LINE	101
EX. COMMUNICATIONS LINE	102
EX. UNDERGROUND ELEC.	103
EX. UNDERGROUND GAS	104
EX. OVERHEAD WIRES	105
EX. SANITARY MAIN	106
EX. WATER VALVE	107
EX. FIRE HYDRANT	108
EX. ELEC. TRANSFORMER	109
EX. SANITARY MANHOLE	110

MATERIALS LEGEND

- (C1) CONCRETE SIDEWALK
4" THICK 3,500 PSI CONCRETE
4" COMPACTED AGGREGATE BASE NO 53
- (C2) 6" THICK 3,500 PSI CONCRETE
6" COMPACTED AGGREGATE BASE NO 53
- (C3) 6" STANDING CURB
- (L) LINE, PAINT, SOLID, WHITE, 4"
- (P1) 1.0" HMA SURFACE
3.0" HMA BASE
7" COMPACTED AGGREGATE BASE NO 53 TYPE "O"
- (ST) CONCRETE STAIRS WITH HANDRAIL
- (R1) PERPENDICULAR CURB RAMP WITH CURB RETURNS PER INDOT DETAIL E604-SWCR-04, SEE SHEET C.502
- (R2) PAIRED PERPENDICULAR CURB RAMP
- (BP) COVERED BIKE PARKING-DERO BIKE HAVEN SHELTER WITH 5 FLUSH MOUNTED BIKE HOOPS.



Smith Brehob & Associates, Inc.
 453 S. Claritz Boulevard
 Bloomington, Indiana, 47401
 Telephone: (812) 336-6536
 Fax: (812) 336-0513
 Web: <http://smithbrehob.com>



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KIRKWOOD
 design studio
 p.c.

CERTIFIED

REVISIONS

DESIGN DEVELOPMENT
 PHASE 2 ADDITION & RENOVATION
CRESTMONT BOYS AND GIRLS CLUB
 BLOOMINGTON INDIANA

PROJECT NO.: 2015-09
 DATE: 07.12.16
 DRAWN BY: DK
 CHECKED BY: SLS

SITE PLAN
C.201



MEMORANDUM

To: Traffic Commission
From: Scott Robinson, Planning Service Manager
Date: December 5, 2016
Re: West 3rd Street – Patterson Point Development

Background

The City Plan Commission is hearing a site plan approval for a mixed use development on the southwest corner of West 3rd Street and Patterson Drive. The overall project went through the Plan Commission and City Council preliminary approval process receiving approvals in 2010. This site plan approval is the next step in the process and the second hearing was at the Planning Commission meeting on December 5th, 2016. Two options for access and on-street parking were discussed.

Included within the meeting packet are site plan drawings illustrating two options being considered. The case is continued to a third hearing at the Plan Commission in January 2017. Staff is seeking input, per Plan Commission request, regarding the options for on-street and off street parking along West 3rd Street and Patterson Drive for this project proposal.

Recommendations

Staff is seeking input on the parking configuration options for this development proposal. Input will be forwarded to the Plan Commission for their consideration.

W. THIRD STREET

W. THIRD STREET

PATERSON DRIVE

ISSAC'S DRIVE

WESTPLEX AVENUE

ACCESS, UTILITY
& FUTURE R-O-W
D/115

ACCESS, UTILITY
& FUTURE R-O-W
D/115

ACCESS, UTILITY
& FUTURE R-O-W
D/115

OWNER



CSO Architects
ARCHITECTURE - INTERIOR DESIGN
8831 Keystone Crossing, Indianapolis, IN 46240
Main 317.968.7800 • www.csoarchitects.com

ARCHITECTURE
CIVIL ENGINEERING
PLANNING
Bloomington, Indiana
(812) 339-2996 (Fax)

BYNUM FAYO & ASSOCIATES, INC.
528 North Walnut Street
(812) 332-8030

PROJECT:
Patterson Pointe
Bloomington, Indiana

SCOPE DRAWINGS:
These drawings indicate the general scope of the project in terms of architectural design, structure, the dimensions of the building, the major mechanical systems, and the layout of structural, mechanical and electrical systems. The final work required for full performance and completion of the requirements of the contract.
To the extent of the general design indicated on drawings, the contractor shall furnish all items required for the proper execution and completion of the work.

REVISIONS:

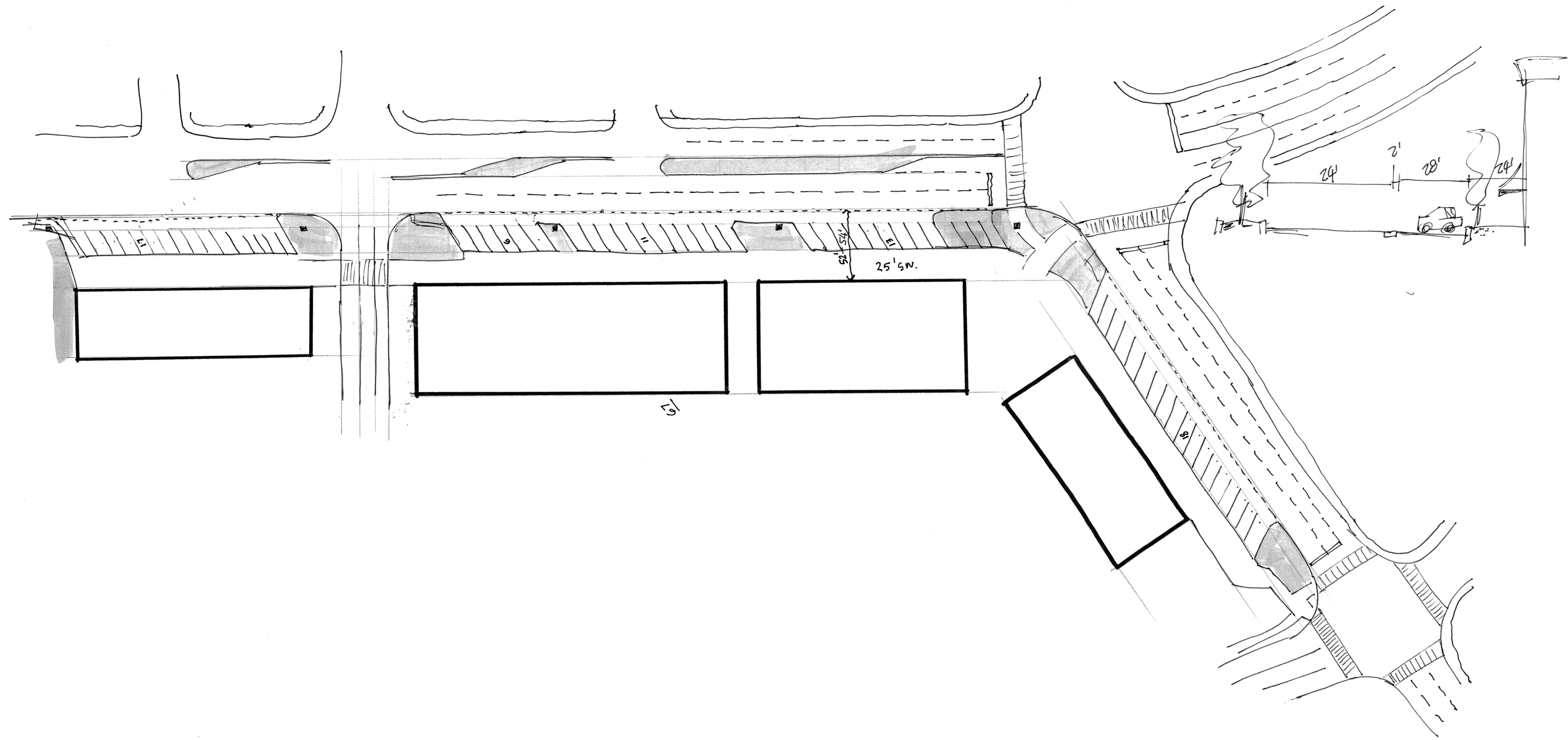
ISSUE DATE	DRAWN BY	CHECKED BY
xx/xx/2016	DJB	JSF

DRAWING TITLE:
**OVERALL SITE
IMPROVEMENT PLAN**

CERTIFIED BY:

DRAWING NUMBER
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