

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA  
May 23, 2018  
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – March 28, 2018
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
- VI. Old Business
  - A. School Zone Enhancement Projects
- VII. New Business
  - A. East Covenanter Drive – Add a new Bus Zone
- VIII. Traffic Inquiries - none
- IX. Adjournment

*Next meeting – June 27, 2018*

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

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**City of Bloomington Traffic Commission Minutes  
March 28, 2018 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: Andrew Cibor, Chris Etter, Trent Deckard, Colin Elliott, Larry Haywood, Judi Maki, Sarah Ryterband, and Shane Rasche

Others in Attendance: Amanda Turnipseed (IU Parking), Neil Kopper (Staff), and Scott Robinson (Staff)

- I. **Call to Order** (~4:30 PM)
- II. **Approval of Minutes** – January 28, 2018- Mr. Cibor motioned to approve the minutes. Ms. Ryterband seconded the motion. **The motion passed 8-0.**
- III. **Public Comment** – none.
- IV. **Communications from Commission** – Mr. Cibor provided an update on I69 and said substantial completion is still expected by August 2018. There is a lot of construction activity underway or will soon begin. He reviewed I69 interchanges, the County’s Fullerton Pike and Country Club Road bridge projects, CBU sewer mainline project, and the City’s Tapp Road project. The detours and maintenance of traffic will impact many routes. People need to plan accordingly as construction for several of these projects will continue through the summer and the fall.
- V. **Reports from Staff** – None.
- VI. **Old Business** – None.
- VII. **New Business**
  - A. **School Zone Enhancement Project** - Mr. Kopper gave an overview of a City project that plans to evaluate the school zones for all public schools within the City. He said the City was awarded federal safety funding to improve school zones and he described the four principles being used to evaluate schools (prioritize uncontrolled crosswalks, minimize the length of zones, use of flashing beacons, and low speed limits for locations without sidewalks). Mr. Kopper explained that staff is seeking feedback before any Title 15 changes are proposed. Staff has also discussed this with the Bicycle and Pedestrian Safety Commission. Traffic Commission members support the project proposal and discussed outreach with MCCSC, the use of feedback signs posting your speed, examples of what other communities do for school zones, and locations where 20 MPH would be considered. Mr. Kopper thanked the Commission for their feedback and

encouraged everyone to contact him to provide additional feedback or if they need additional information.

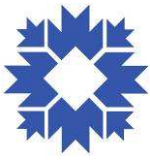
- B. N. Forrest Avenue – no parking on both sides of the street\***– Mr. Robinson gave a summary of the request and explained the recent completion of Luddy Hall has triggered a review of parking conditions. Title 15 is not consistent with the existing signage and markings. Because this is a relatively narrow two way street, parking should be limited to one side. Ms. Turpinseed explained current conditions are creating confusion on enforcement and problems with access. She regularly coordinates with the City on parking and traffic related issues and is in support of this request. Mr. Etter thinks this should extend down to 10<sup>th</sup> Street and Mr. Haywood said Forrest does not have an outlet to the north as before, so there is no outlet (requested a sign). Ms. Ryterband said, based on the discussion the request should restrict parking on both sides of the street to the dead end. Mr. Haywood motioned to have no parking on Forrest from 10<sup>th</sup> Street to the dead end north of 11<sup>th</sup> Street for both sides of the street. Ms. Ryterband seconded. **The motion passed 8-0.**
- C. N. Walnut Grove – remove on-street parking\*** – Mr. Robinson reviewed the staff report explaining this request is different than the previous request. This is a one way street and the width of the road is wider than Forrest. Staff is requesting to remove the no parking restriction, but acknowledges enforcement of any parking spaces created will need to be considered. Ms. Turnipseed said removing this no parking restriction will create parking spaces in a high demand area. There will be a need to limit or restrict the use of these spaces and prefers to leave this as no parking area or to have it be a loading zone. Mr. Haywood talked about delivery and maintenance vehicle needs. Mr. Cibor said the width of the road along with it being a one way street can support parking on both sides – there is a lot of unused space. Mr. Etter said Cottage Grove just around the corner has on street parking with no restrictions on parking. Mr. Robinson said the Commission can just consider allowing parking tonight and the restrictions and enforcement can be considered at a later time. Mr. Haywood motioned to remove the no parking restriction on both sides of the street from 10<sup>th</sup> Street to Cottage Grove Avenue. Mr. Cibor seconded. **The motion passed 8-0.**
- D. Marth Street – no parking on south side of the street\*** - Mr. Robinson said this request is based on the previous traffic inquiry heard at the January meeting. He provided an email statement from the resident who made the request, but was not included in the packet or was able to attend tonight. The resident is in support of no parking along Marth Street. Discussion focused on enforcement and Mr. Rasche explained that this area would be based on complaints and not proactively enforced. Ms. Ryterband motioned to add no parking along the west/south side of Marth Street. Mr. Cibor seconded. **The motion passed 8-0.**

### **VIII. Traffic Inquiries – none**

### **IX. Adjournment (~5:45 PM)**

*Next meeting – April 25, 2018*

*\*Action requested*



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**MEMORANDUM**

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To: Traffic Commission  
From: Neil Kopper, Project Engineer  
Date: May 23, 2018  
Re: School Zone Enhancements Project

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**Background**

At the March Traffic Commission meeting, staff presented background information and a high-level proposal for the School Zone Enhancements Project. Staff has now prepared the detailed Title 15 update necessary to allow this project to proceed. This memo contains the proposed Title 15 ordinance language, the staff memo to council which reviews the background and guiding principles of the project, and associated maps. Also attached to this memo are maps showing existing and proposed conditions at two example schools to better illustrate the effects of the update.

**Next Steps**

This code update is currently scheduled for readings at City Council on May 16, May 23, and May 30. Any additional feedback from the Traffic Commission is appreciated and can be relayed to City Council during staff presentations.

**ORDINANCE 18-09**  
**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE**  
**ENTITLED "VEHICLES AND TRAFFIC"**  
**- Re: Increased or Decreased Speed Limits, School Speed Zones, and Park and**  
**Playground Speed Zones**

WHEREAS, the Traffic Commission, the Bicycle and Pedestrian Commission, and City staff from the Planning and Transportation, Police, and the Legal departments recommend certain changes be made in Title 15 of the Bloomington Municipal code entitled "Vehicles and Traffic;"

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.24.020, Schedule I, "Increased or Decreased Speed Limits" shall be amended to add the following:

Additions to Schedule I

<b>STREET</b>	<b>FROM</b>	<b>TO</b>	<b>POSTED SPEED</b>
Brenda Lane	Henderson Street	Stull Avenue	20 MPH
Briarcliff Drive	Kinser Pike	Western Terminus	20 MPH
Buffstone Court	Northern Terminus	Southern Terminus	20 MPH
Cascade Drive	Skyline Drive	Skyline Drive	20 MPH
Clover Terrace	Cascade Drive	Skyline Drive	20 MPH
Davis Street	Walnut Street	Henderson Street	20 MPH
Dogwood Lane	Skyline Drive	Southern Terminus	20 MPH
Driscoll Drive	Walnut Street	Henderson Street	20 MPH
Dunn Street	Davis Street	Hillside Drive	20 MPH
Fess Avenue	Brenda Lane	Dead End	20 MPH
Grant Street	Davis Street	Southern Drive	20 MPH
Greystone Court	Thornton Drive	Northern Terminus	20 MPH
Kingsley Drive	Briarcliff Drive	Parkview Drive	20 MPH
Meadow Lane	Kingsley Drive	Winding Way	20 MPH
Meadow Court	Meadow Lane	Western Terminus	20 MPH
Obrien Place	Meadow Lane	Stoneycrest Road	20 MPH
Palmer Avenue	Davis Street	Hillside Drive	20 MPH
Park Avenue	Hillside Drive	Dead End	20 MPH
Parkview Drive	Kingsley Drive	Valleyview Drive	20 MPH
Parkview Court	Parkview Drive	Western Terminus	20 MPH
Pinestone Court	Northern Terminus	Southern Terminus	20 MPH
Skyline Drive	Kinser Pike	Kinser Pike	20 MPH
Southern Drive	Walnut Street	Henderson Street	20 MPH
Stoneycrest Road	Parkview Drive	Meadow Lane	20 MPH
Stoneycrest Court	Meadow Lane	Southern Terminus	20 MPH
Stull Avenue	Brenda Lane	Dead End	20 MPH
Thornton Drive	Henderson Street	Dead End	20 MPH
Troy Court	Thornton Drive	Northern Terminus	20 MPH
Valleyview Drive	Briarcliff Drive	Parkview Drive	20 MPH

Wilson Street	Walnut Street	Woodlawn Avenue	20 MPH
Windcrest Drive	Winding Way	Parkview Drive	20 MPH
Winding Way	Valleyview Drive	Kinser Pike	20 MPH

SECTION 2. Section 15.24.030, entitled “School Speed Zones,” shall be deleted in its entirety and replaced with the following:

15.24.030 School Speed Zones

- (a) When appropriate school speed zone signs and beacons are erected, no person shall drive a vehicle at a speed greater than that posted. These reduced speeds are only valid under the following condition:
  - (1) The reduced speed limits shall be applicable only when children are present. For the purposes of this section, “when children are present” is defined to mean when the beacons on a school speed zone assembly are flashing.
- (b) The Transportation and Traffic Engineer, or her or his designee, shall be responsible for determining sign and beacon locations as well as appropriate operating hours for the beacons based on the following parameters:
  - (1) School speed zone signs and beacons shall be placed in accordance with Indiana Code and may be installed only within the immediate vicinity of a school. For the purposes of this section, “in the immediate vicinity of a school” is defined to mean any area within one mile of a public or private school.
  - (2) School speed zone signs and beacons shall be placed only at crosswalks where children are expected to cross public streets on their way to or from schools.
  - (3) Flashing beacons shall be operated such that they encompass the time periods when children are most likely to be traveling to or from school.

SECTION 3. Section 15.24.040, entitled “Park and Playground Speed Zones,” shall be amended to add the following:

SCHEDULE J			
PARK AND PLAYGROUND SPEED ZONES			
STREET	FROM	TO	POSTED SPEED
Cambridge Court	Park Ridge Road	End of Cul-de-Sac	20 MPH
Fifteenth Street	Lindbergh Drive	Hancock Drive	20 MPH
Grimes Lane	Henderson Street	Woodlawn Avenue	20 MPH
Henderson Street	Grimes Lane	First Street	20 MPH
Highland Avenue	Winslow Road	Short Drive	20 MPH
Howe Street	Maple Street	Rogers Street	20 MPH
Illinois Street	Twelfth Street	Fifteenth Street	20 MPH
Lincoln Street	Smith Avenue	Third Street	20 MPH
Morningside Drive	Indiana Bell Court	Park Ridge Road	20 MPH
Park Ridge Road	Morningside Drive	Cambridge Court	20 MPH
RCA Park Drive	Countryside Lane	End of Street	20 MPH
Thirteenth Street	Summit Street	Illinois Street	20 MPH
Washington Street	Smith Avenue	Third Street	20 MPH
Winslow Road	Allendale Drive	1000' E. of Allendale Drive	20 MPH
Woodlawn Avenue	Maxwell Lane	Grimes Lane	20 MPH

SECTION 4. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect

without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 5. This ordinance shall be in effect August 1, 2020 after its passage by the Common Council and approval by the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
DOROTHY GRANGER, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
NICOLE BOLDEN, Clerk  
City of Bloomington

SIGNED and APPROVED by me up this \_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
JOHN HAMILTON, Mayor  
City of Bloomington

#### SYNOPSIS

This ordinance establishes 20mph speed limits on many neighborhood streets near schools. It also amends the School Speed Zone section of Title 15 of the Bloomington Municipal Code to require reduced speeds when flashing beacons are active and to focus school speed zones on crosswalks where children on their way to and from school interact with motor vehicles. These changes are intended to improve compliance with school zone speed limits and thus reduce the risk of crashes involving children. The ordinance also re-establishes the list of Park and Playground Speed Zones which was previously combined with the School Speed Zone list. These updates will go into effect August 1, 2020 in coordination with an infrastructure project to update school speed zone signs and install flashing beacons.

# MEMO:

To: City of Bloomington Common Council  
From: Andrew Cibor, Transportation & Traffic Engineer  
Neil Kopper, Project Engineer  
Date: May 4, 2018  
Re: Ordinance 18-09, Updates to Title 15 of the Bloomington Municipal Code,  
School Speed Zones

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The attached ordinance is the first proposed update of Title 15 of the calendar year. It contains changes focused on school speed zones that are recommended by the Planning & Transportation Department with input and review by the Bicycle and Pedestrian Safety Commission, the Traffic Commission, the Legal Department, the Police Department, and the Monroe County Community School Corporation.

The City has been awarded approximately \$470,000 of Highway Safety Improvement Program (HSIP) funding through the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to improve school speed zones throughout the City. This funding is available to construct improvements in 2020 and the process of designing those improvements, which include sign and flashing beacon installations, is underway now. The following proposed code updates are necessary to allow construction of these improvements and are being requested now so that staff can facilitate the design and reviews necessary before using the programmed federal funding on this safety improvement project. These changes are scheduled to go into effect on August 1<sup>st</sup>, 2020 in coordination with the sign and beacon installations.

## **Guiding Principles**

The purpose of a school speed zone is to reduce the speed of motor vehicles in certain areas and times due to the likely presence of young pedestrians, cyclists, etc. heading to and from school. The City's existing school speed zones cover large portions of many streets. Unfortunately, the result of these widespread school speed zones is low compliance by drivers of motor vehicles. Furthermore, the majority of the signage at these existing school zones notes a reduced speed limit only "When Children Are Present." These signs are ambiguous and difficult to enforce, which contributes to further noncompliance. This code change would allow staff to update school speed zones based on the following general principles:

- Focus school speed zones on uncontrolled crosswalks that children use on the way to and from school. Rather than applying school speed zones to every street near a school, school speed zones will specifically target the areas where children and motor vehicles interact. School speed zones will also only be applied at crosswalks where a reduced speed limit is expected to be beneficial.
- Keep the length of school speed zones to a minimum. People driving motor vehicles are more likely to follow the law when there is an apparent reason for the school zone and a reduced speed limit is only required for a short distance. School speed zones may be as short as 400' in length (200' reduced speed length on each side of a crosswalk).



- Install flashing beacons and replace “When Children Are Present” signs with “When Flashing” signs. Flashing beacons clearly indicate the times of day when reduced speeds are required. The times of day when these flashers are activated will be limited to short periods in the morning and afternoon when children are most likely to be traveling to and from school. School zone speed limits would continue to be 20mph.



- Streets in school walk zone areas that do not have sidewalks should have permanent 20mph speed limits. Residential streets near schools that do not have sidewalks will commonly have pedestrians and motor vehicles sharing space within the street. Rather than attempting to use school speed zones to limit speeds on these streets at certain times of the day, it is more appropriate to reduce the speed limit at all times.

### **Specific Changes Proposed by Ordinance**

#### **1. Adding thirty-two (32) new Speed Limits in 15.24.020 Schedule I;**

Update speed limits in school zones as noted in the guiding principles. The attached maps show streets with proposed speed limit changes. Streets with 20mph speed limit updates were chosen based on the following criteria:

- Street is within an existing school zone walk area.
- Street is currently codified as a school speed zone.
- Street does not have continuous sidewalk.
- Other minor considerations to avoid gaps and ensure logical boundaries of speed limit areas.

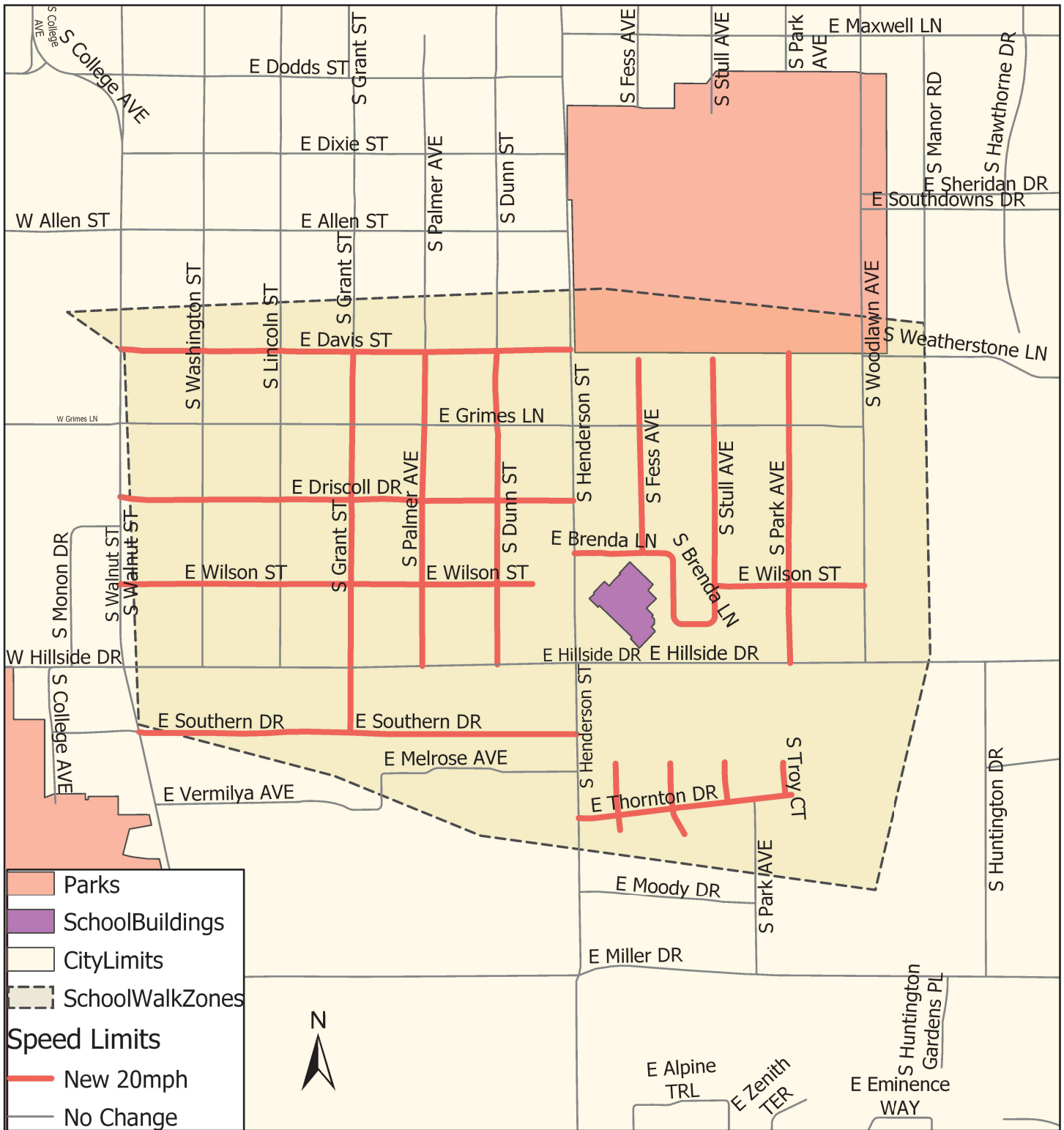
#### **2. Amending Section 15.24.030, School Speed Zones; and**

Require reduced speed limits in school speed zones. To comply with Indiana Code, these reduced speed limits apply only when children are present. Define “when children are present” as when the school speed zone beacons are flashing.

Require the Transportation and Traffic Engineer to determine location and operating hours consistent with the guiding principles listed above. School speed zones must be within one mile of a school (typically within the school’s defined walk zone) and focus on crosswalks (typically uncontrolled crosswalks). Times of operation must focus on when children are most likely to be present (typically half an hour before and after school).

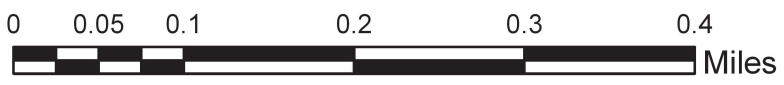
#### **3. Amending Section 15.24.040, Park and Playground Speed Zones.**

The current code lists Park and Playground speed zones within the same table (Schedule J) as School speed zones. This update deletes the existing Schedule J located within 15.24.030 (School Speed Zones) and then adds a new Schedule J within 15.24.040 (Park and Playground Speed Zones) to include only the Park and Playground speed zones. The codified speed zone on Old SR 37 (from Gourley Pike to Walnut Street) is not being reinstated because that road has a permanently codified 20mph speed limit in Schedule I. No other changes are proposed to the Park and Playground speed zones.



## Speed Limit Changes, Ord 18-09, Map 1 of 2

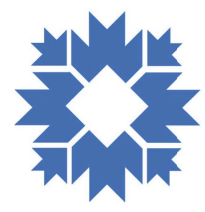
15.24.020 Schedule I

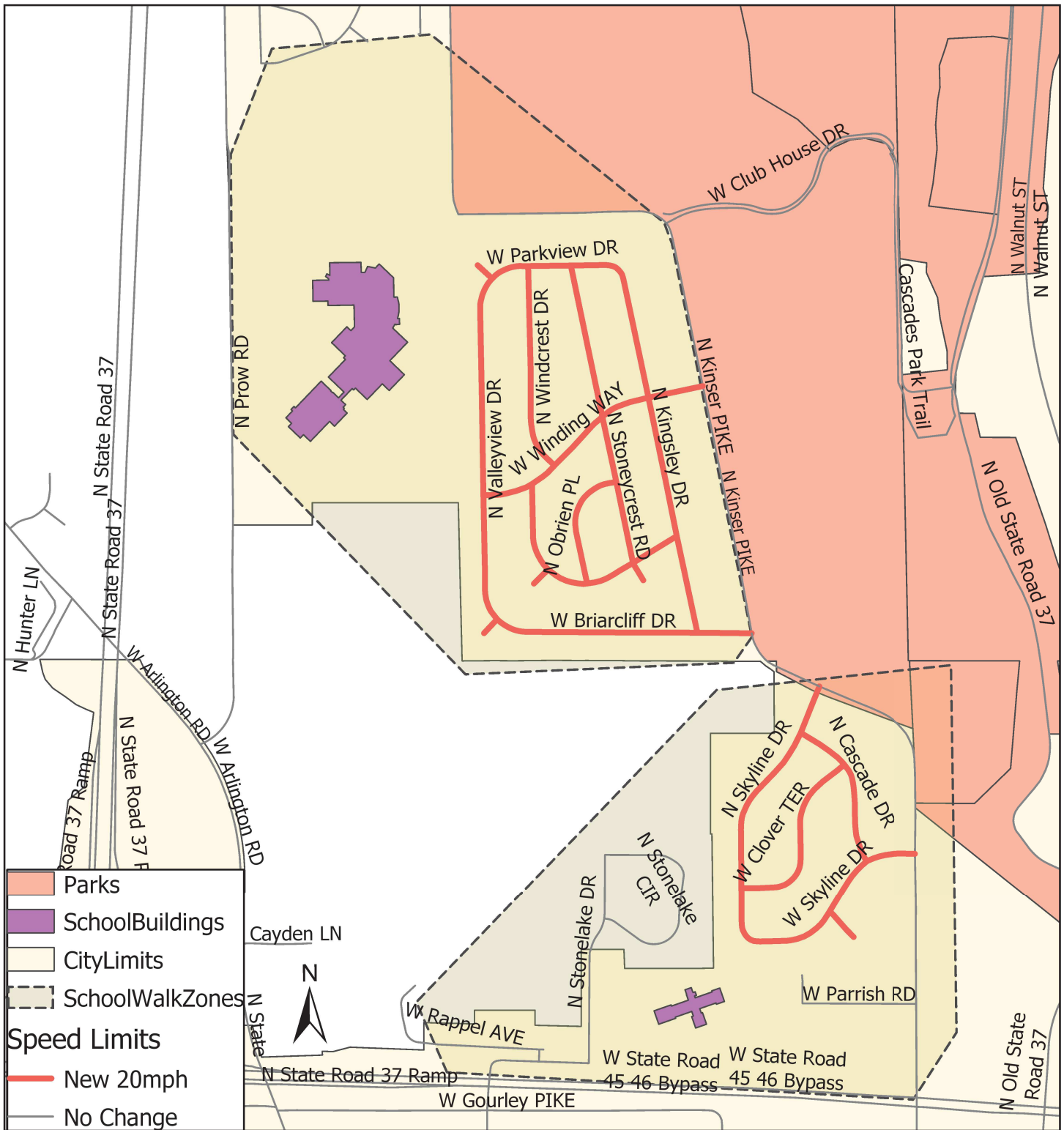


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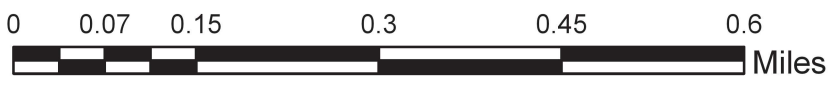
For reference only; map information NOT warranted.





## Speed Limit Changes, Ord 18-09, Map 2 of 2

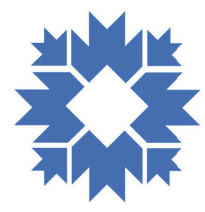
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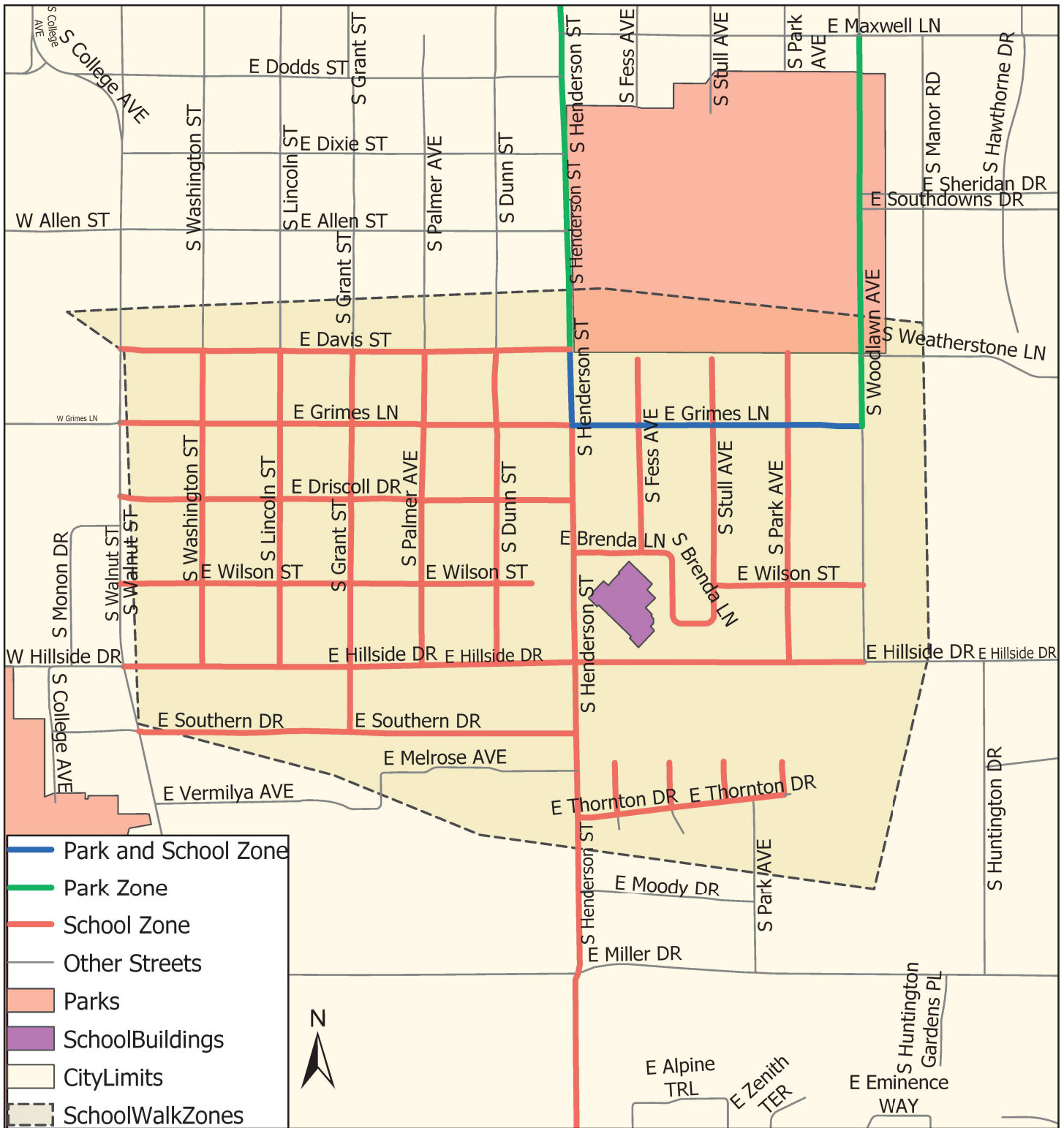


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For reference only; map information NOT warranted.





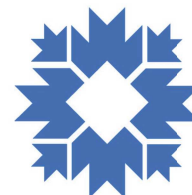
## Templeton Elementary - Existing Code



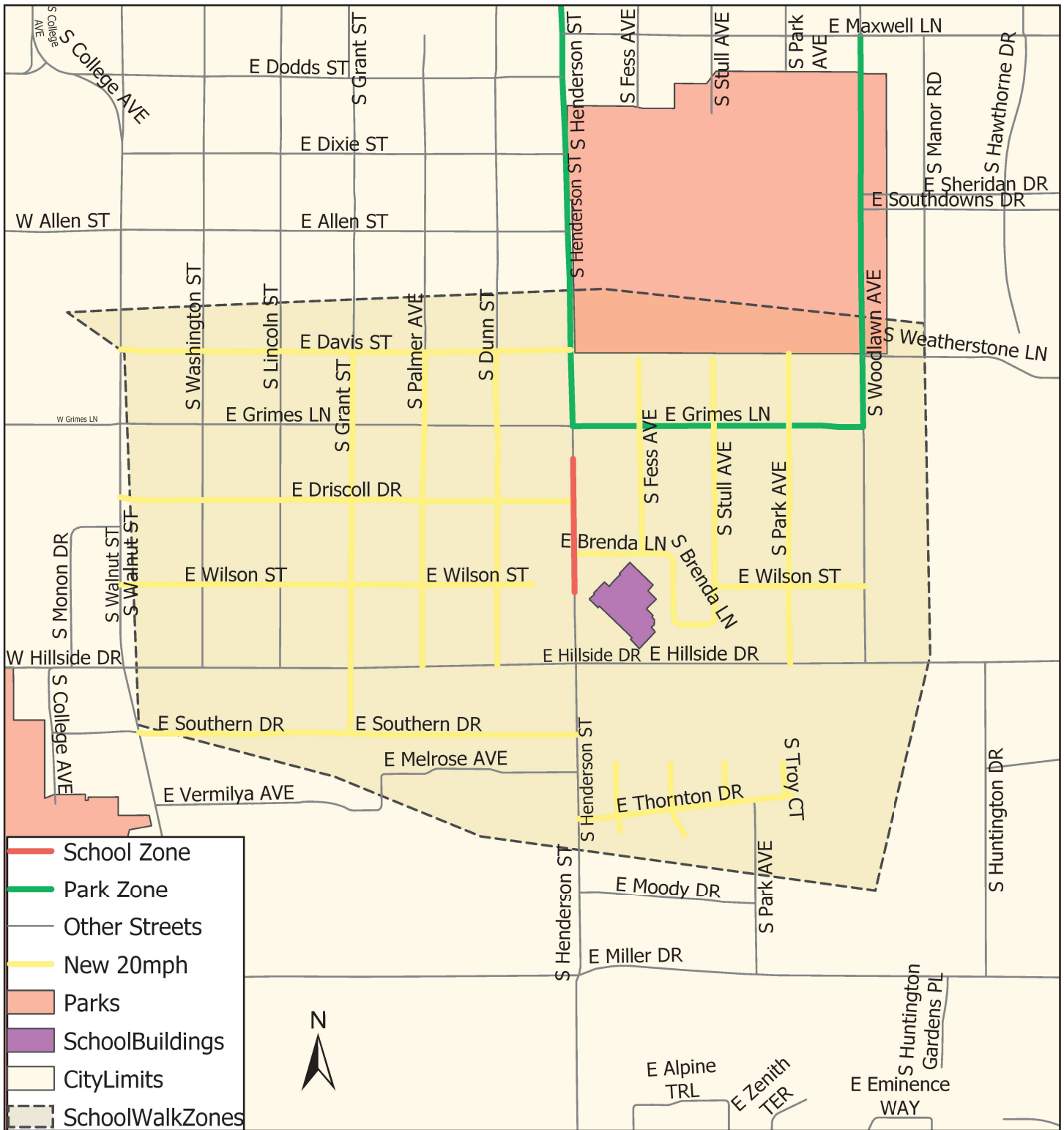
City of Bloomington  
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Printed 2018-05-10

For reference only; map information NOT warranted.







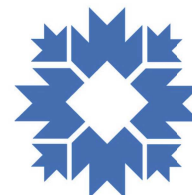
## Templeton Elementary - Proposed

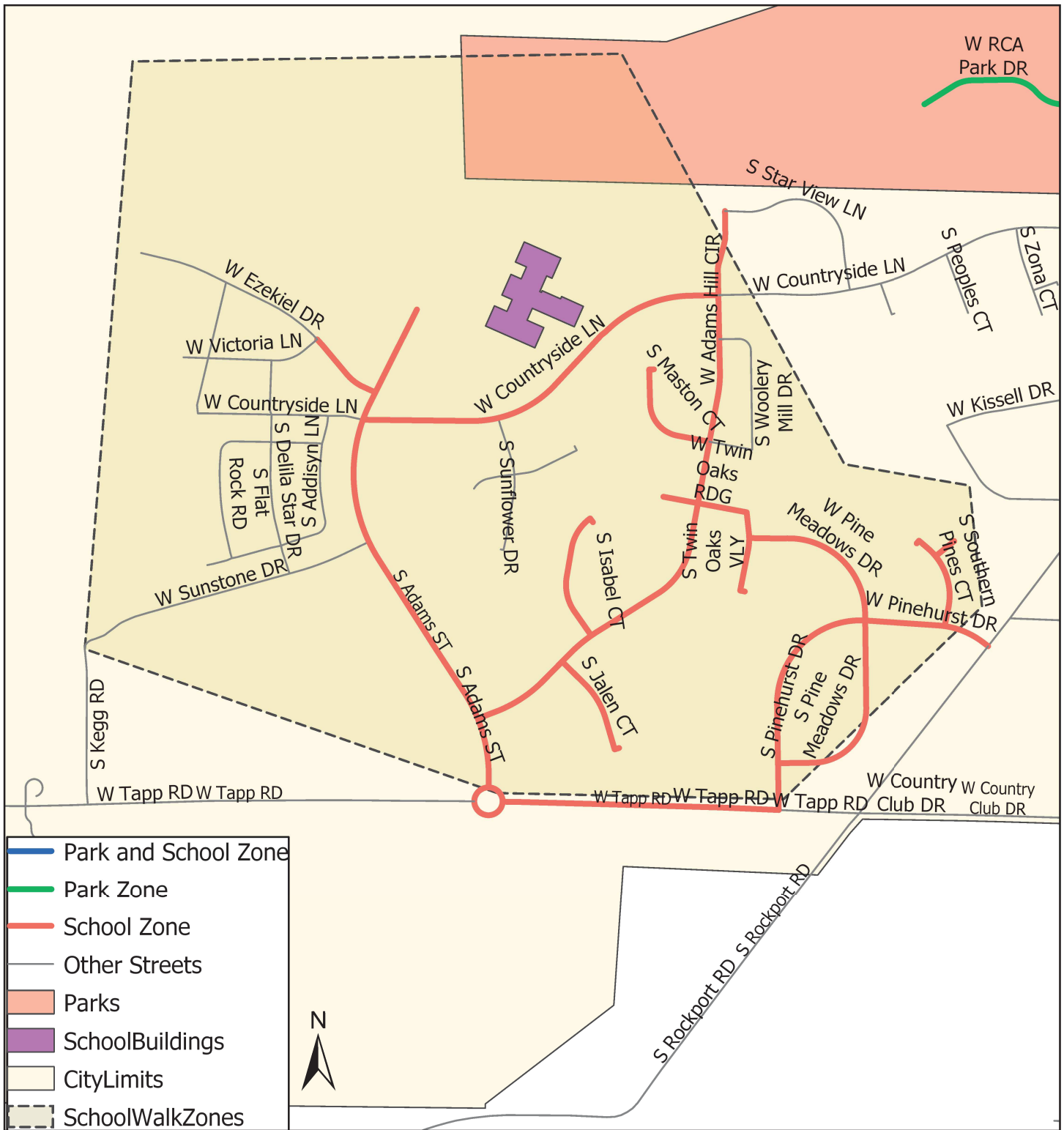


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For reference only; map information NOT warranted.

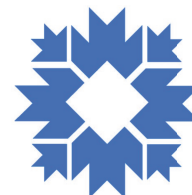




## Summit Elementary - Existing Code

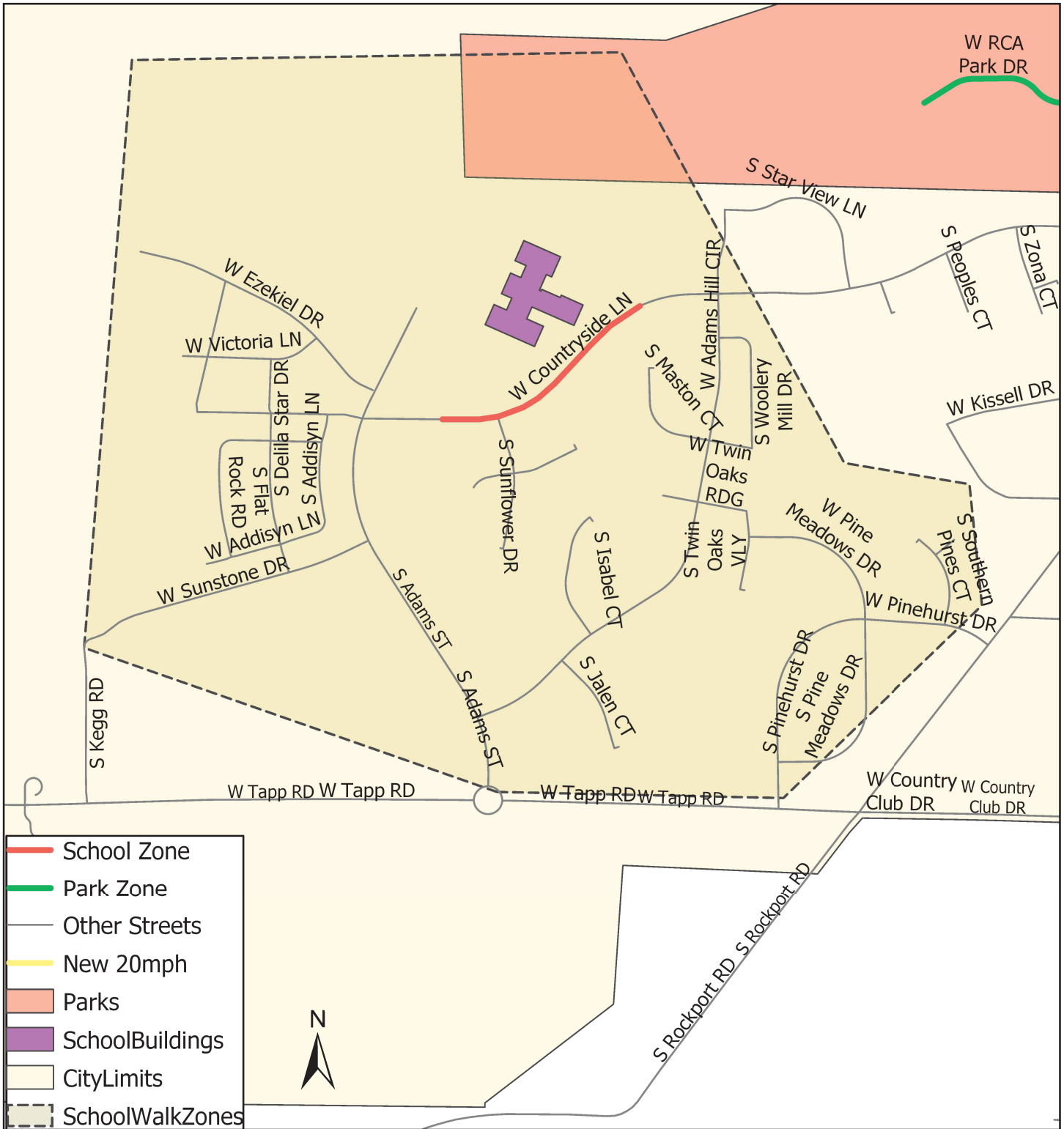


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Planning & Transportation



Printed 2018-05-10

For reference only; map information NOT warranted.



## Summit Elementary - Proposed



City of Bloomington  
Planning & Transportation

Printed 2018-05-10

For reference only; map information NOT warranted.





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**MEMORANDUM**

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To: Traffic Commission  
From: Sara Gomez, Engineering Field Specialist  
Date: May 23, 2018  
Re: East Covenanter Dr. – Add ‘Bus Zones’ to Facilitate Transit Bus Stop Access

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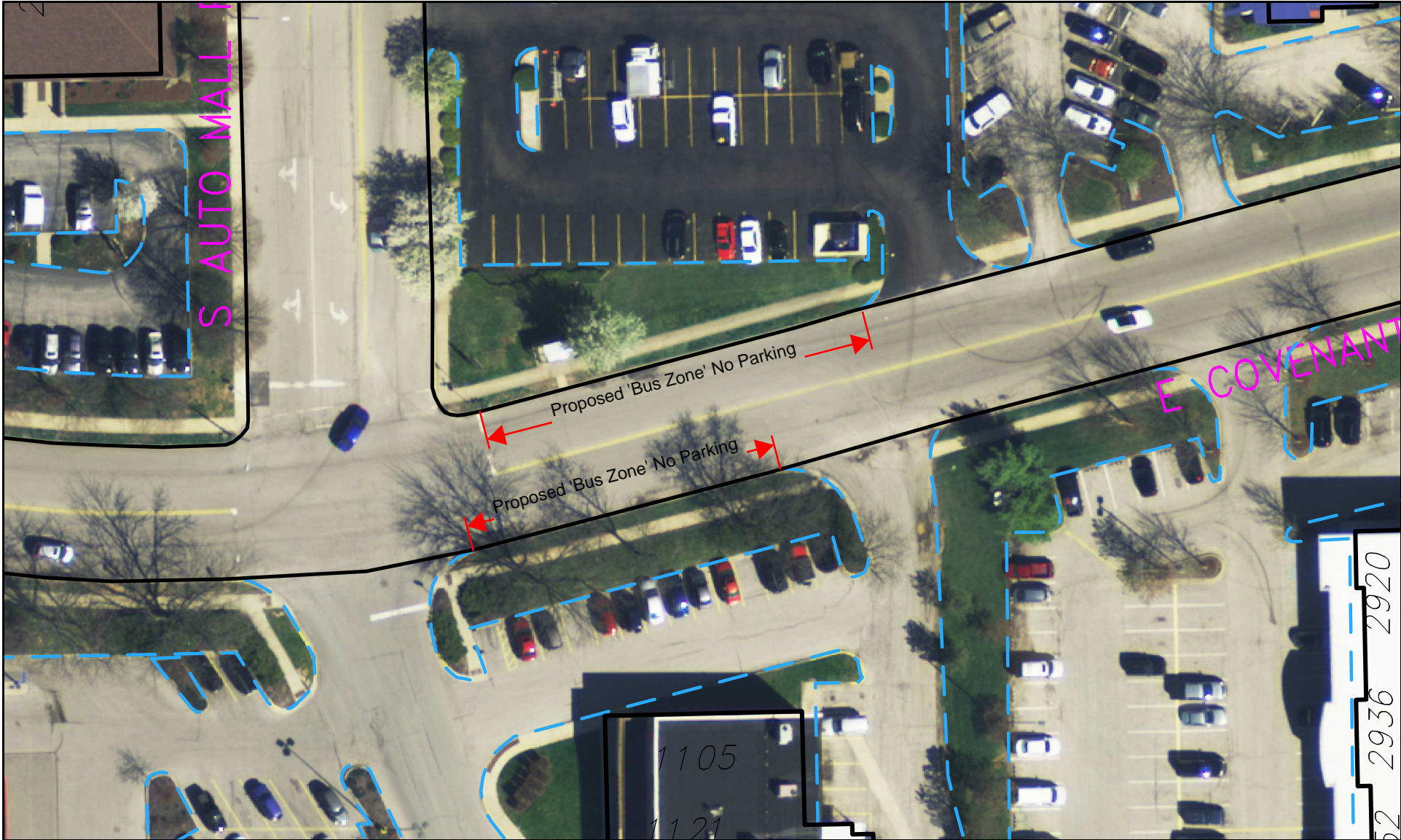
**Background**

This inquiry is in response to a request from Bloomington Transit for additional yellow curb near the bus stop on the south side of Covenanter Dr east of Auto Mall Rd. The additional yellow curb would give the Transit buses more room to access the Shelters where parked cars can currently block access. Transit is also requesting the addition of a shelter on the south side of Covenanter at the Bust Stop location.

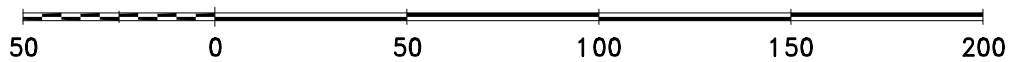
City staff evaluated the Bus Stop locations on the north and south side of Covenanter east of Auto Mall Rd and determined that cars parked in front of the Bus Stops can block access for Transit buses and riders. The addition of Bus Zones at these locations would provide better access for Transit buses and riders. The Bus Zone on the north and south side would extend approximately 100’ east of Auto Mall Rd.

**Recommendation:** Staff recommends adding a Bus Zone on the north and south side of Covenanter Drive east of Auto-Mall Rd that extends approximately 100’ east of Auto Mall Rd. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.





By: gomez  
14 May 18



For reference only; map information NOT warranted.

City of Bloomington  
Planning & Transportation

Scale: 1" = 50'