

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
October 24, 2018
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – July 25, 2018
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
 - A. Title 15 Ordinance
 - B. Transportation Plan
 - C. Crash Reports
- VI. Old Business
 - A. none
- VII. New Business
 - A. Trades District – Stop Controls and Speed Limits*
 - B. West Allen Street – Traffic Calming
- VIII. Traffic Inquiries - none
- IX. Adjournment

Next meeting – November 28, 2018

**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
July 25, 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, Shane Rasche, and Sarah Ryterband

Others in Attendance: Elizabeth Carter (staff), and Scott Robinson (Staff)

- I. **Call to Order** (~4:37 PM)
- II. **Approval of Minutes** – May 23, 2018- Ms. Ryterband motioned to approve the minutes. Mr. Cibor seconded the motion. **The motion passed 5-0.**
- III. **Public Comment** – none.
- IV. **Communications from Commission** – Mr. Cibor provided a monthly update on the major roadway construction projects. I69 substantial completion is still expected by August 2018, but construction activity will continue through the end of this year. All other projects are currently on schedule except for the County’s Fullerton Pike project. The original November completion date is now expected to be extended into 2019. The City is seeking input on the draft Transportation Plan so a revised draft can be prepared. Ms. Ryterband asked if the MPO crash reports could be included for a future discussion.
- V. **Reports from Staff** – None.
- VI. **Old Business** - none
 - A. **Speed limit changes for portions of College Ave. and Walnut St.** – Ms. Carter gave an overview of this staff request. This is based on both existing conditions and what is currently in Title 15. Proposed changes would include Title 15 changes and changes to speed limit signs as illustrated in the packet. She explained that the Downtown traffic signals are timed with a 20 MPH speed and there are virtually no speed limit signs. Staff is proposing 20 MPH from 11th Street to Dodds Street. The other locations have a mix of posted speed limits (45 to 25 MPH). Staff is seeking to codify a speed limit of 40 MPH north of 17th Street to 45/46 Bypass. The Commission discussed the changing context of these corridors and had different opinions on appropriate speed limits. Ms. Ryterband supports the 20 MPH limit in the downtown, but Mr. Etter felt this was too slow for three lanes of traffic and that the traffic signals are timed at 20 MPH. Mr. Deckard thinks north of 17th Street has a lot of potential for changing context as more apartments are being built in this area and 40 MPH is too fast for an area

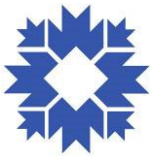
that will have more pedestrians. 17th Street to 11th Street has 30 MPH and is a good transition into the downtown. He suggested to split the motion into two parts, a northern and a southern motion as these areas have different contexts and potential. Mr. Cibor motioned, from 17th Street north to the Bypass, the speed shall be 40 MPH. Mr. Etter seconded the motion. **The motion passed 3-2.** Mr. Cibor motioned, from Dodds Street to 11th Street, the speed shall be 20 MPH. Mr. Deckard seconded the motion. **The motion Passed 3-2.**

VII. Traffic Inquiries – none

VIII. Adjournment (~5:20 PM)

Next meeting – August 22, 2018

**Action requested*



MEMORANDUM

To: Traffic Commission

From: Brian Payne, Assistant Director, Economic and Sustainable Development (ESD)

CC: Scott Robinson, Assistant Director, Planning and Transportation (P&T)

Date: October 24, 2018

Re: Request from ESD and P&T to create stop signs and authorize speed limits in and around the Trades District development

Background

Bloomington's Trades District is an area within the Certified Tech Park, between W Tenth and W Eleventh Streets, east of N Rogers St and west of the alley that sits parallel and immediately west of N Morton St. The Trades District is currently being developed as a mixed-use destination area for commercial activity, entrepreneurship, and office space – it aims to be the center of gravity for Bloomington's innovation economy. This project includes the utility and transportation infrastructure to facilitate future development in the area, as well as landscaping, greenspace, art installations, and destination signage to create an attractive environment for life, work, and play.

As part of this ongoing development, slated to be completed in April/May 2019, the City is refurbishing W Tenth St, building a new extension of Madison St north from W Tenth to W Eleventh, and creating a new street (yet to be named, but "Trades St" will be used as a placeholder) connecting the Madison St extension and N Rogers St, located equidistant between W Tenth and W Eleventh Streets.

The Trades District aims to cater to all forms of transportation, foster a livable, walkable physical environment, and ultimately to drive density and pedestrian traffic into the area. As such, Staff seeks to set the speed limits on all streets within the Trades District to 20 miles per hour. In addition, Staff seeks to reduce the speed limit on W Tenth St between N College Ave and N Rogers St to 25 miles per hour, as a transition from downtown traffic to a destination pedestrian and office area. The speed limit on W Tenth on that stretch is currently set at 30 miles per hour.

Staff requests the following stop sign and speed limits described below:

- Tenth Street stops for traffic on Rogers Street
- "Trades" Street stops for traffic on Rogers Street
- "Trades" Street stops for traffic on Madison Street
- Madison Street stops for traffic on Tenth Street
- Madison Street stops for traffic on Eleventh Street
- Tenth Street from Rogers Street to Morton Street – 20 MPH
- Tenth Street from Morton Street to Walnut Street – 25 MPH
- "Trades" Street from Rogers Street – 20 MPH
- Madison Street from Tenth Street to Eleventh Street – 20 MPH

Recommendations

Staff requests a positive recommendation from the Traffic Commission for the changes to § 15.12.010 Schedule A, Stop Intersections, and § 15.24.020 Schedule I, Increased or Decreased Speed limits, regarding portions of the Trades District. Staff will prepare a detailed Title 15 amendment for the Common Council to consider.

VISION STATEMENT

The Trades District, a 12-acre portion of the Bloomington Certified Technology Park is envisioned as a place of innovation, attraction, and job-creation for the City of Bloomington. Located just steps from the downtown district on the site formerly occupied by the historic Shower's Brothers Furniture Company, the Trades District will serve as a thriving cultural and economic destination for the larger community.

PUBLIC ENGAGEMENT

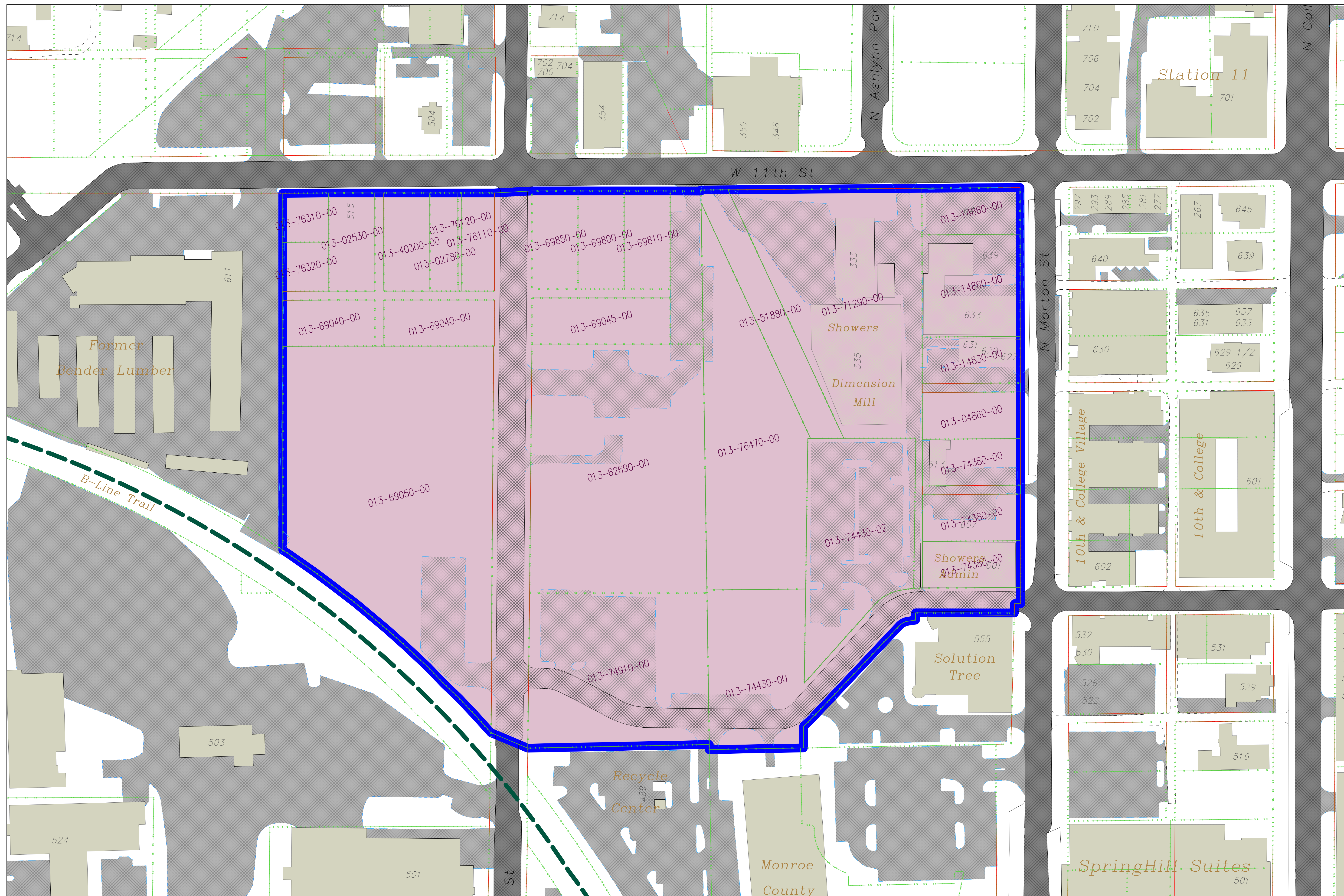
As a continuation of the community outreach efforts that resulted in the 2013 Certified Technology Park Master Plan and Redevelopment Strategy, the City of Bloomington and the Bloomington Redevelopment Commission (RDC) invite you to view and respond to plans for the first phase of site and infrastructure improvements planned for the Trades District. A website has will be available to you through February 6th for review and feedback.

The Bloomington Redevelopment Commission cordially invites you to view these materials on display in the City Hall atrium and to attend an Open House on the evening of January 30th, from 5pm to 7pm in the City Hall Atrium. Come and exchange ideas with City of Bloomington officials and the project designers and hear from Mayor John Hamilton about the future of the Trades District.

DESIGN OBJECTIVES

- Establish Future Development Sites within the Trades District for Continued Public and Private Investment
- Establish A Unique Employment District that Promotes Collaboration, Attracts Employers, and Encourages High-Tech Startup Businesses
- Establish A New Character and Identity for the Trades District through the use of Distinguishing Design Elements and Materials
- Celebrate the Industrial Heritage of the Site and Historic Role of Shower's Brothers Furniture within the Community
- Utilize Best Management Practices for Stormwater Management, Sustainable Technologies and Green Infrastructure
- Develop A Pedestrian Oriented Public Environment through the use of Curbless Streets and Enhanced Materials
- Create an Environment that Fosters Public Events, Programming, and Festivals
- Incorporate Opportunities for Public Art





Legend

- Trades District
- Property Line
- ROW Line
- Property TaxID
- Roadway
- Parking
- Building

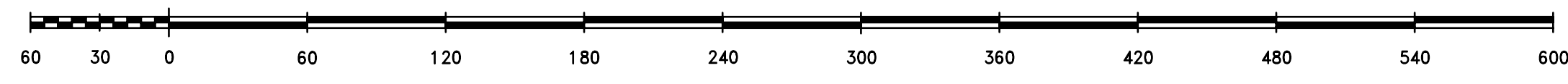
City of Bloomington, Indiana
Geographic Information System

This map was produced by the City of Bloomington GIS, for use by the City and general public as map information. The topographic and planimetric information is based on aerial photography flown in March 1991 and March 1992. Updates from aerial orthophotography took place in April 1998, April 2005, March 2006, and April 2010. Information is updated by GIS technicians from development drawings, plats, and other sources. The accuracy of information contained in this document is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2007.

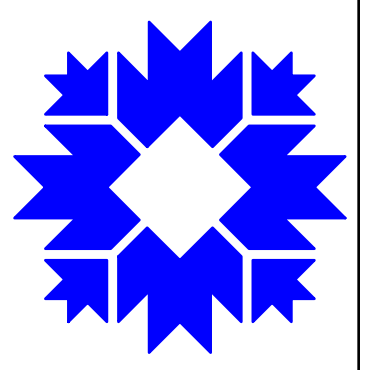
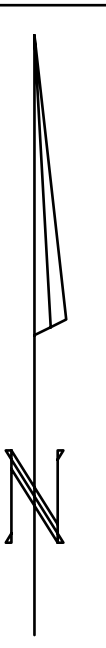
Information and Technology Services Department
2 January 2017

Scale: 1" = 60'

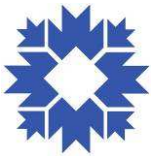


Bloomington Trades District

TtradesD
May 31, 2017



City of Bloomington
Economic & Sustainable Development
Geographic Information System



MEMORANDUM

To: Traffic Commission
From: Neil Kopper, Interim Transportation and Traffic Engineer
Date: October 24, 2018
Re: West Allen Street – Traffic Calming Request.

Background

This item initiated when multiple citizens requested traffic calming on W Allen Street between Adams Street and Patterson Drive. Their concerns about high traffic speeds, particularly eastbound, included difficulty for motor vehicles exiting driveways and difficulty for pedestrians crossing the street between a bus stop and Mother Hubbard’s Cupboard.

Allen Street is a primary collector with an average daily traffic of approximately 5,000 vehicles per day. A review of speed data for the area, collected in November 2015 between Larkspur Lane and Strong Drive, is shown below. The posted speed limit is 30mph. The speed limit per Bloomington Municipal Code should be 25mph.

	Average (mph)	85 th Percentile (mph)	95 th Percentile (mph)
Eastbound	35	40	44
Westbound	31	36	39

Allen Street in this area is hilly, has no curb and gutter, and is largely faced by backyards. Staff has not individually measured the sight distance from each driveway/street intersection, but some of those approaches may be below desired sight distance levels based on the speed data described below.

A review of three years of crash data for this area revealed one reported crash involving a vehicle exiting a private driveway and a vehicle on Allen Street (eastbound). Multiple other crashes occurred in the area where high speed may have been a contributing factor (e.g. rear end, run off road, deer collision), but the data does not indicate any obvious trends.

Process

The City’s Neighborhood Traffic Safety Program (NTSP) outlines the process for making decisions about installing traffic calming. The steps include citizen application with City Council sponsorship, engineering staff review and data collection, Bicycle and Pedestrian Safety Commission review, public meeting, preparation and evaluation of alternative design concepts, mailing of ballots to nearby properties (with a certain percentage of favorable responses), optional testing and evaluation periods, City Council action, and Board of Public Works approval. Application of the NTSP is limited to “...local streets and to those neighborhood collector streets that are primarily residential (at least 75% of the properties with frontage on the street must be in residential zoning).”

City staff believe that the NTSP process would benefit from an update to tailor it to the context of different types of traffic calming projects and to reduce the burden to install traffic calming. At the time when the requests on W Allen Street initiated (in 2017), staff was discussing the potential updates and decided that this inquiry would be more appropriately addressed with a new decision and prioritization process. At this time, the NTSP process has not been updated.

Recommendations

Staff requests guidance from the Traffic Commission regarding potential next steps for this traffic calming request.

Figure 1: Area Map (Google Map data 2018)

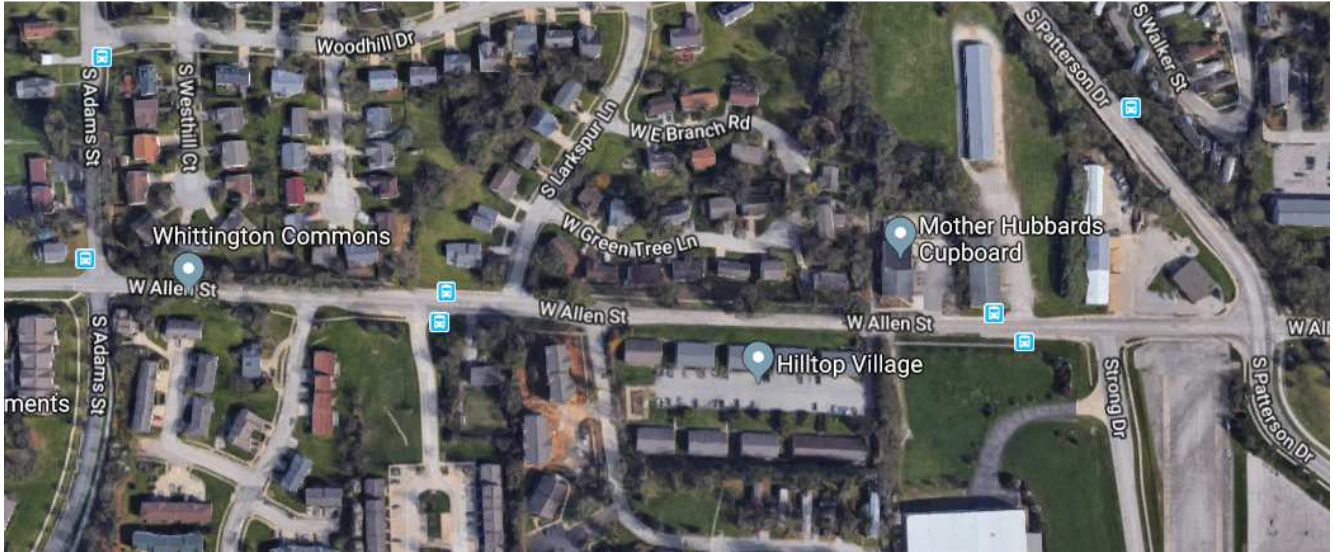


Figure 2: Looking west between Strong Drive and Larkspur Lane (Google data 2014)

