BLOOMINGTON TRAFFIC COMMISSION
AGENDA
May 24, 2017
4:30 P.M. – COUNCIL CHAMBERS

I. Call to Order

II. Approval of Minutes – March 22, 2017

III. Public Comment

IV. Communications from Commission

V. Reports from Staff
   A. Title 15 Update
   B. Experimentation Report

VI. Old Business

VII. New Business
   A. Parking Restrictions at the alley intersection on Dunn St. north of Kirkwood Ave.*
   B. Parking restriction at 11th Street and Morton Street*
   C. Loading zones and truck loading discussion

VIII. Traffic Inquiries –
   A. Sheridan/Southdowns neighborhood traffic issues
   B. Union Street one way between 3rd Street and Atwater Avenue

IX. Adjournment

Next meeting – June 28, 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
March 22, 2017 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, Larry Haywood, Judi Maki, Abigail Pietsch, Shane Rasche, Sarah Ryterband, and Joe VanDeventer

Others in Attendance: Scott Robinson (Staff)

I. Call to Order (~4:40 PM)

II. Approval of Minutes – December 14, 2016 and January 25, 2017. Ms. Pietsch motioned to approve both the December and January minutes. Mr. VanDeventer seconded the motion. **The motion passed 8-0**.

III. Public Comment – none.

IV. Communications from Commission – Mr. Cibor provided an update of City projects currently underway. A new project is looking at speeds and crossing concerns along Sare Road. He mentioned there is a public information meeting next week for the BMCMPO Transportation Improvement Program (TIP). This meeting provides opportunity for input on the development of the Fiscal Year 2018-2021 TIP for transportation projects within the metropolitan area. He encouraged anyone to attend. The meeting is March 29, 2017 from 5:30 p.m. to 7:00 p.m. at the Downtown Bloomington Transit Center. Ms. Maki would like the Commission to discuss the issue of truck loading at a future meeting. There are times when loading causes traffic concerns.

V. Reports from Staff – Mr. Robinson said staff is finalizing a Title 15 ordinance for Council to consider and hopes to get on their schedule soon. He mentioned the Parking Commission has completed their organizational aspects. There is a need to coordinate agenda items as there is some overlap with the Traffic Commission and Parking Commission in regards to Title 15.

VI. Old Business

A. West 12th Street – Allow on-street parking* Mr. Robinson provided an overview of the staff report in the packet. He said the Commission postponed action on this item based on the timing of construction. Now that construction is underway staff is seeking a recommendation. Ms. Ryterband asked if there is a need for time restrictions and Robinson said this is something the Commission could revisit if needed. Mr. Cibor

motioned to amend Title 15.30.080. Schedule M, No Parking Zones to allow parking along the south side of 12th Street to Monroe Street. Ms. Ryterband seconded the motion. **The motion passed 8-0.**

VII. New Business

A. Amend Schedule S of 15.32.150 Accessible Parking for Persons with Physical Disabilities* - Mr. Robinson provided an overview of the staff report. Often residents use the private residential parking permit for accessible needs, but there are only a handful of these permits. This amendment would remove the listing of specific accessible spaces and allow staff to use criteria to establish spaces. Ms. Ryterband asked about how this may help the responsiveness of requests and the nature of private residential parking permits. Mr. Robinson said staff can be more proactive and not need to amend Title 15 as it is currently done for new requests. This can be a timely process. He clarified that the residential permit is another program, but is often use for accessible needs. Mr. Cibor explained that amending Schedule S will enable staff to better utilize standards and criteria for accessible spaces. Ms. Pietch said this is an efficient and reasonable way to address these situations. She motioned to amend Schedule S of Title 15.32.150, Accessible Parking for Persons with Physical Disabilities, to delete all the on-street accessible spaces listed and replace with accessible on-street parking shall be administered using the Proposed Accessible Guidelines for Pedestrian Facilities within the Rights of Way (PROWAG). Mr. VanDeventer seconded. **The motion passed 8-0.**

VIII. Traffic Inquiries – none

IX. Adjournment (~5:10 PM)

Next meeting – April 26, 2017

**Action requested*

City of Bloomington
Planning and Transportation Department

May 15, 2017,

Mark R. Kehrli, Director of Transportation Operations
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington D.C. 20590

RE: Official Ruling # 9(09)-71(E) – Various Bicycle Facilities – Bloomington, IN

Dear Mr. Kehrli,

Attached is the update to our on-going report regarding our approved request to experiment with bicycle boxes, dashed bicycle lanes, and an alternative design of shared-lane marking at various locations in the City of Bloomington. This Fall 2016 report is intended to be a continuation of our progress in monitoring these and other facilities around our community. It provides supplementary data and insight that is useful to track progress as outlined in our request.

We are aware an interim approval for the optional use of bicycle boxes at signalized intersections has been issued. We wanted to continue the collection of data to supplement and support our initial report and request to experiment with these traffic control devices. When available, staff collected data to compare to the behavioral characteristics and data outlined in our previous reports. This information is summarized in the attached report for convenient comparison between current and previous reports.

The 2016 Crash data has been compiled, and it is included in this Fall 2016 report. While there were 10 bicycle and 18 pedestrian crashes in the City that resulted in injury, none of these crashes were within our study areas.

As mentioned in our last report, the City purchased permanent bicycle counting equipment. They are currently being installed around the city. This will help establish city-wide usage patterns and growth rates. Though they will not be within any of the experimentation facilities, some of them will be close in proximity. The data from these counters will supplement our collected data for the experimentation sites.

Sincerely,

Scott Robinsion, AICP
Planning Services Manager

401 N. Morton Street ▪ Bloomington, IN 47404 | City Hall | Phone: (812) 349-3423 ▪ Fax: (812) 349-3520
www.bloomington.in.gov
e-mail: planning@bloomington.in.gov

Fall 2016 Report: 9(09)-71(E) – Various Bicycle Facilities – Bloomington, IN

Green-colored Bicycle Boxes - Peak Hours Total Entering Vehicles

Location	Pre-Treatment				Installation Date	Post-Treatment									
	Date	Vehicle Volume	Bicycle Volume	Bicycle Crashes 2010-2013		Date	Total Volume	Bicycle Volume	% Encroach Box	% Encroach Lane	% Encroach Control	Bicycle Crashes (2014)	Bicycle Crashes (2016)	Survey	
7th & Walnut	Mar-10	1030	27	2	Apr-14	Sep-15	1040	69	50%	<1%	30%	0	0		
	Mar-13	1267	20			Nov-16	~	~	40%	NA			0		
7th & College	Mar-10	1120	28	1	Apr-14	Apr-15	1039	39	~	~		0	0	~	
Covenanter & College Mall	Jul-10	1089	19	1	TBD							0	0		
	Aug-13	1091	23												
3rd & Jordan	Apr-09	3078	5	1	TBD							0	0		
	Oct-12	2545	46												
3rd & Hawthorn	Oct-09	3430	7	0	Oct-13	***Bicycle Box Removed***									
	Feb-13	3299	4												

Green-colored Pavement for Bicycle Lanes (1A-14) - Peak Hours Total Entering Vehicles

Location	Pre-Treatment				Installation Date	Post Treatment						
	Date	Vehicle Volume	Bicycle Volume	Bicycle Crashes 2010-2013		Date	Total Volume	Bicycle Volume	% Encroach Lane	Bicycle Crashes (2014)	Bicycle Crashes (2016)	Survey
Smith: Washington - Walnut	Oct-09	328 (24 hr.)	~	1	Oct-13	Sep-15	742	59	n/a	0	0	
Adams/5th & Patterson	Oct-11	3642	9	0	TBD							

Dashed Bicycle Lanes or Advisory Bike Lanes - 24 Hour Totals

Location	Pre-Treatment				Installation Date	Post Treatment						
	Date	Vehicle Volume	Bicycle Volume	Bicycle Crashes 2010-2013		Date	Total Volume	Bicycle Volume	% Encroach Lane	Bicycle Crashes (2014)	Bicycle Crashes (2016)	Survey
7th: Union - Overhill	Apr-11	2052	76 (peak)	0	Oct-13	Apr-15	1366	185	~	0	0	~
						Apr-15	302	75	~	0	0	~
12th near Lincoln	May-15	986	8	0	TBD							

Priority Shared Lane Marking - 24 Hour Totals

Location	Pre-Treatment				Installation Date	Post Treatment						
	Date	Vehicle Volume	Bicycle Volume	Bicycle Crashes 2010-2013		Date	Total Volume	Bicycle Volume	% Encroach Lane	Bicycle Crashes (2014)	Bicycle Crashes (2016)	Survey
7th near Madison	Nov-09	3594	~	1	Oct-13	Oct-15	3564	113	n/a	0	0	
7th near Maple	Sep-10	1286	~	0	Oct-13	Oct-15	794	51	n/a	0	0	
Anita near 2nd	Aug-10	46	~	0	Oct-13	Oct-15	57	8	n/a	0	0	
Covenanter near Nota	Aug-10	1170	~	0	Oct-13	Sep-15	1163	90	n/a	0	0	
Hawthorn near 3rd	Nov-11	2167	~	0	Oct-13							
Union near 10th	Apr-11	5993	~	1	Oct-13	Oct-15	5789	406	n/a	0	0	
	Jan-12	6594	~									

2016 crash data has one bicycle and pedestrian fatality within the City, but not within our study area. There were 10 bicycle and 18 pedestrian crashes in the City that resulted in injuries, but none were within the study area.

MEMORANDUM

To: Traffic Commission

From: Sara Gomez, Engineering Technician

Date: May 24, 2017

Re: Dunn and Alley – Remove On-Street Parking to Improve Line of Sight

Background

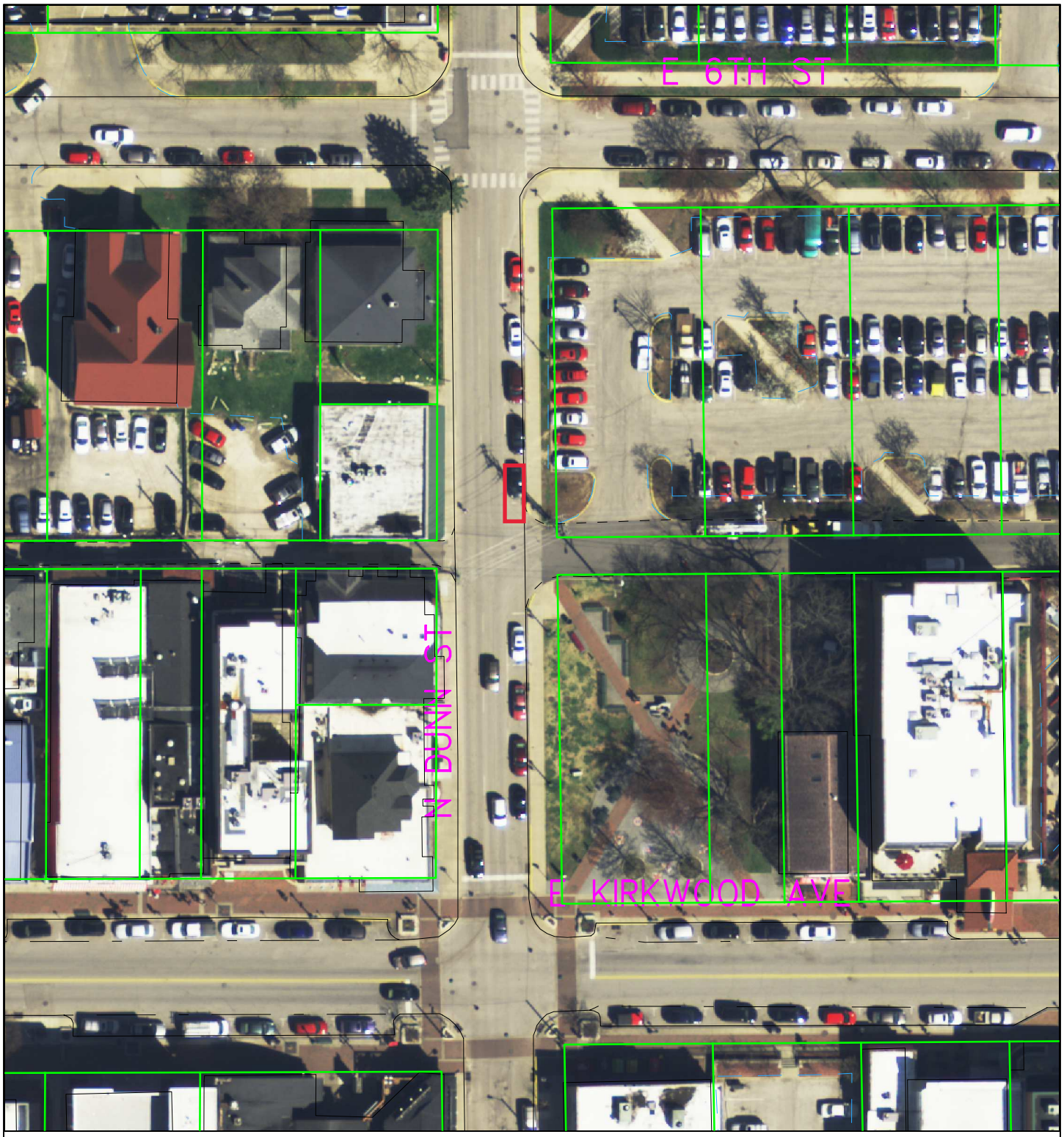
This inquiry is in response to a concern brought to our attention in February by The Board of Public Works. The concern is that metered on-street parking on the east side of N Dunn obstructs the line of sight at N Dunn and the alley between Kirkwood and E 6th St. Vehicles parked on the NE corner of the Dunn-Alley intersection obstruct the line of sight for westbound vehicles attempting to turn south onto N Dunn St.

There have been two reported crashes over the last 3 years at this intersection that appear to be related to sight distance. Traffic counts taken in September 2012 at n Dunn between 6th and 7th show an average daily traffic of 4,627 vehicles. Although there aren't traffic counts for the alley, it serves the adjacent IU parking lot which generates a fair amount of traffic in the alley.

City staff evaluated the intersection and determined that sight distance is not for westbound vehicles in the alley. The posted speed in this vicinity is 25mph; however, due to the proximity of the all-way stop at Dunn and 6th St it is anticipated most traffic travels at a speed less than 25mph. If one parking space north of the alley is removed it would allow stopping sight distance adequate for speeds of 15mph. If two spaces are removed it would allow stopping sight distance adequate for speeds of 20mph. Either option would improve drivers' visibility of southbound traffic on N Dunn St. Staff supports removing one parking space and monitoring the intersection upon the change. If sight distance continues to be a concern, additional on-street parking spaces may be considered for removal.

Recommendation: Staff recommends removing one metered parking space on the east side of n Dunn St directly north of the alley between Kirkwood and 6th Street and installing yellow curb. No Title 15 amendment would be needed for this request.

Current drivers' line of sight looking north at Dunn St traveling west in the Alley



Parking space under consideration

City of Bloomington
Planning & Transportation

By: robinsos
17 May 17

60 0 60 120 180

N

Scale: 1" = 60'

For reference only; map information NOT warranted.

MEMORANDUM

To: Traffic Commission

From: Sara Gomez, Engineering Technician

Date: May 24, 2017

Re: 11th and Morton – Remove On-Street Parking to Improve Line of Sight

Background

This inquiry is in response to a citizen's concern reported in March 2016. Parking Enforcement received a citizen call regarding on-street parking creating line of sight challenges at the 11th Street intersections with Morton and Ashlynn Park. When heading south on Morton attempting to cross or turn onto 11th St it is difficult to see around the parked cars on the north side of 11th St east of Morton. The sight distance for southbound vehicles on N Morton St looking west on 11th is adequate. Southbound vehicles on Ashlynn have adequate sight distance looking west on 11th but the sight distance looking east could be improved by removing at least one parking space east of Ashlynn.

There have been two reported crashes over the last 24 months at the 11th and Morton intersection that appear to be related to sight distance. There are no reported crashes related to sight distance at 11th and Ashlynn. Traffic counts taken in November 2016 at W 11th between N Rogers and N Ashlynn show an average daily traffic of 3,223 vehicles.

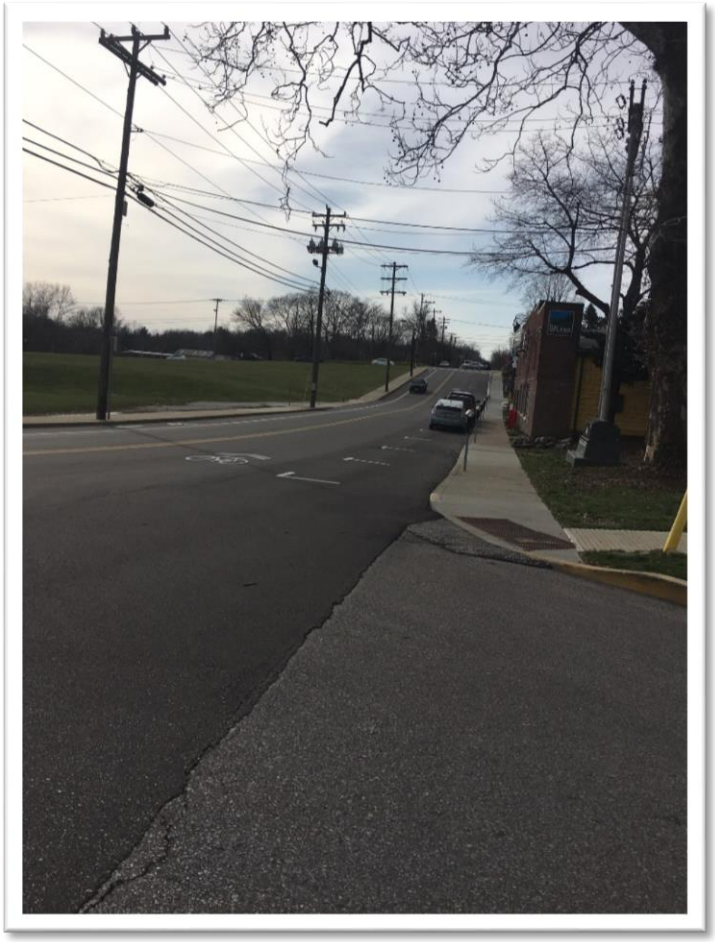
City staff evaluated the intersection and determined that sight distance is not adequate at this intersection for southbound vehicles on N Morton St. Staff's proposal is to remove two metered parking spaces on the north side of 11th St directly east of Morton St. and install yellow curb. This change would improve drivers' visibility of westbound traffic on 11th St.

Recommendation: Staff recommends removing two metered parking spaces on the north side of 11th St directly east of Morton St. and install yellow curb. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.

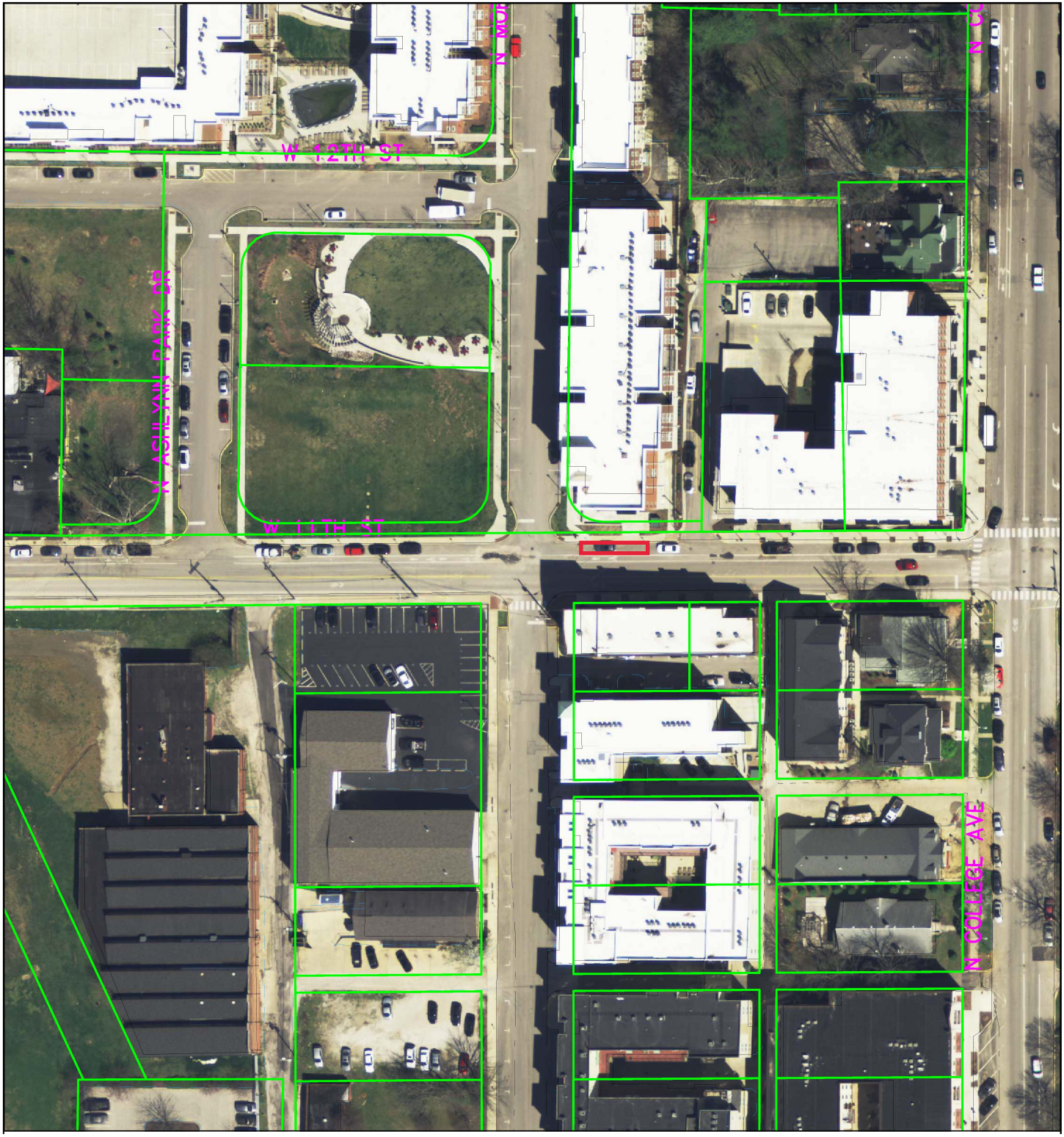
Current drivers' line of sight looking east at 11th St traveling south on Morton St

Current drivers' line of sight looking west at 11th St traveling south on Morton St

Current drivers' line of sight looking East at 11th St traveling south on Ashlynn Dr



Current drivers' line of sight looking west at 11th St traveling south on Ashlynn Dr



Parking spaces under consideration

City of Bloomington
Planning & Transportation

By: robinsos
17 May 17

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.

15.32.100 Loading zones.

(a) Loading zones shall be in effect twenty-four hours a day, seven days a week, except where otherwise noted in Schedule O. All vehicles shall be limited to a maximum of thirty minutes use to deliver and pick up materials.

(b) In addition to the loading zones described in Schedule O, attached hereto and made a part hereof, all alleys may be used as loading zones subject to the limitations in subsection (a) of this section, but it shall not be necessary to erect signs to this effect.

SCHEDULE O	
LOADING ZONES	
100	Block of East Kirkwood Avenue, from 167' to 189' east of Walnut Street on the south side
100	Block of West Fourth Street, the first space east of the alley on the north side of Fourth Street
100	Block of West Fourth Street, first space east of College Avenue on the south side.
100	South College Avenue first space south of Kirkwood Avenue on the east side.
100	South College Avenue, first space on west side.
100	South Walnut from 190' to 130' south of Kirkwood Avenue on the west side.
117	West Seventh Street.
124	North Walnut Street.
200	Block of North Madison Street as posted on the east side of the street.
200	Block of West Seventh Street between Regester Parking Garage entrance and College Avenue, one space on the South side from the hours of 7:00 a.m. to 5:00 p.m., Monday thru Friday.
200	Block of West Sixth Street, first space west of the mid-block alley on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday
200	North College, second space north of Sixth Street on west side.
300	Block of South Lincoln on the east side, 30' north of the east/west alley south of Third Street.
	East/west alley between Fourth Street and Kirkwood Avenue and Dunn Street and Indiana Street from Dunn Street to 66' East of Dunn Street.
300	Block of South Washington Street, east side of the street
300	Block of South Washington Street, two spaces approximately 220 feet north of Smith Avenue, on the west side

300	Block of West Fourth Street, 119' east of alley to Railroad Tracks on the north side of Fourth Street.
301	North Washington Street, from 72' to 112' south of Eighth Street on the west side.
311	South Lincoln, one space in front of Boys' Club.
	Seventh Street, first space west of College on north side.
342	South Walnut Street.
349	South Walnut Street, two spaces on the East side in front of the Older American's Center.
	Swain Avenue, west side, between State Court Street and a point thirty (30) feet south of Third Street, from 6:00 p.m. to 8:00 a.m.
350	S. Liberty Drive, from 150' to 215', south of Third Street on the west side.
417	East Sixteenth Street, from 102' to 124' west of Dunn Street on the north side.
429	E. Kirkwood, first space west of Dunn Street on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
500	Block of West Wylie Street, from 50 to 150 feet west of Rogers Street on the north side
508	North Morton Street, 68' north of Ninth Street to 77' north of Ninth Street.
1300	Block of East Third Street, from 120' to 140' west of Jordan Avenue on the south side.

15.32.140 Obstructing traffic.

No person shall park any vehicle upon a street, other than an alley, in such a manner or under such conditions as to have available less than twelve feet of the width of the roadway for free movement of vehicular traffic.

(Ord. 83-23 § 2, 1983: Ord. 82-1 § 1 (part), 1982).

15.32.185 Delivery parking permits.

(a) Upon approval of application, the planning and transportation department or designee may issue a permit to any entity that, in the ordinary course of trade or business, is engaged in the delivery of merchandise or supplies. Delivery vehicles eligible for this permit must be visually identified with the name of the entity engaged in the delivery.

(b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood zones designated in Bloomington Municipal Code Chapter 15.37 while performing the delivery.

(c) Fee. The cost for a delivery parking permit shall be one hundred dollars per permit per year. The director of the planning and transportation department or designee may issue additional permits if such need is shown by permit applicant.

(Ord. No. 10-15, § 18, 11-4-2010; Ord. No. 13-03, § 7, 3-20-2013; Ord. No. 14-11, §§ 126, 127, 7-2-2014)

MEMORANDUM

To: Traffic Commission

From: Scott Robinson, Planning Services Manager

Date: May 17, 2017

Re: Traffic Inquiries

Background

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

Basic information on Traffic Inquiries received by the Department are summarized below, as well as listed on the agenda. A respective map is included for each Traffic Inquiry within the meeting packet for reference. Citizens that make Traffic Inquiries (either by phone, email, letter, U-Report, or in person) will be invited to attend the respective Traffic Commission meeting and given an opportunity to provide additional information.

Traffic Inquiries

- Sheridan/Southdowns neighborhood traffic issues
- Union Street one way between 3rd Street and Atwater Avenue

Recommendations

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

Memorandum

TO: Scott Robinson

FROM: Elaine Hernandez

Date: May 16, 2017

RE: Traffic Calming on Sheridan Drive and Southdowns Drive

Thank you very much for including this item on the agenda for the May 24, 2017 traffic commission meeting. Attached you will find statements from Mark Wroblewski (4), Debby Herbenick (3), Andrew Halpern-Manners (2), and myself (1). Unilaterally, we express a *very* high level of concern about the risk of pedestrian injury on Sheridan and Southdowns due to automobiles exceeding the posted speed limits. We all wish the city to take measures to prevent future injury to pedestrians; specifically, we favor the installation of speed humps along Sheridan and Southdowns.

(1)

Research from a variety of meta-review studies provides evidence of the benefits of traffic calming for preventing pedestrian injury, including studies by DiMaggio and Li in *Epidemiologic Review* (2012) and Bunn and colleagues in *Injury Prevention* (2003). Speed humps, or speed tables, represent a cost-effective way to calm traffic that reliably reduce speeds, making roads safer for other drivers and, importantly, pedestrians (Bushnell et al. 2013).

In particular, in a study in the *American Journal of Public Health* Tester and colleagues (2004) found "direct observational evidence that speed humps are associated with a reduction in the odds of childhood pedestrian injuries" (p. 649). It is worth noting that the benefit of speed humps was particularly stark for children living within one block of a speed hump, who had a 2.5-fold reduction in the odds of injury (Tester et al. 2004).

This last statistic resonates with my husband, Andrew Halpern-Manners, and me. We are parents to two small children, Maya Isobel and Lucie Maria. Maya is nearly three years old, and Lucie is fifteen months old. As parents of many young children can attest, they have turned our lives upside down (for the better), and brought our families boundless joy. We also live on Sheridan Avenue; it is *our* children – and the other pedestrians who use the bike/walking path – who are at a significantly increased risk of injury. Moreover, the path is used by a number of older residents who would also benefit from traffic calming efforts.

In conversations with our neighbors on Sheridan and Ballantine, it is clear that our young family represents a household that is increasingly common in the Elm Heights neighborhood. Helen (1223 East Sheridan Drive) remarked that over the past ten years she has seen a significant increase in the number of people with small children, as well as a significant increase in the number of families with young children using the walking/bike paths along Sheridan and Southdowns. Hunter Mann (932 South Ballantine Road) remarked that he would be in favor of speed humps to slow traffic because he and his family regularly use the walking path with their

young son. He expressed concern that a stop sign would not be beneficial because people would accelerate afterward, increasing the risk of pedestrian injury.

My husband and I welcome these demographic changes, and we are eager to contribute to our vibrant and evolving community. One benefit of the community is that Bryan Park is so close, increasing foot traffic from neighboring streets along the Southdowns and Sheridan walking/bike paths (as described, below, by Debby Herbenick). However, the design of Sheridan and Southdowns favors automobiles over pedestrians (as described by Mark Wroblewski). For years, we have observed cars and trucks speed along Sheridan Drive, gathering speed in front of our home at the corner of Sheridan and Ballantine. Indeed, in a recent traffic study conducted by the city speeds ranged between 25 and 40 mph, with the average exceeding the speed limit by over 5 mph.

With cost-effective traffic calming interventions available, as residents along Sheridan and Ballantine we wholeheartedly support the installation of speed humps to slow traffic and protect pedestrians and bikers.

Thank you very much for your consideration,

Elaine Hernandez

Bunn, F, T. Collier, C. Frost, K. Ker, I. Roberts, R. Wentz. 2003. "Traffic calming for the prevention of road traffic injuries: systematic review and mata-analysis." *Injury Prevention* 9:200-204.

DiMaggio, Charles and Guohua Li. 2012. "Roadway Characteristics and Pediatric Pedestrian Injury." *Epidemiologic Reviews* 34:46-56.

Tester, June M. George W. Rutherford, Zachary Wald, and Mary W. Rutherford. 2004. "A Matched Case-Control Study Evaluating the Effectiveness of Speed Humps in Reducing Child Pedestrian Injuries." *American Journal of Public Health* 94:646-650.

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(2)

I would strongly support additional measures to slow speeds on Sheridan and Southdowns, including speed bumps. The foot traffic on those roads, leading down to Bryan Park, is heavy throughout the week and the neighborhood has *a lot* of families with small children. It would be tragic if something preventable were to happen to one of them, especially when a solution is so readily available and easy to implement. I hope council members will take these concerns seriously.

Andrew Halpern-Manners

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(3)

Thank you for offering to share my feedback about the traffic on Sheridan and Southdowns. As the mother of a toddler, I have used those walking paths regularly for nearly a year and a half (before that, I used them regularly while walking our dog). These paths have always been a bit "dicey" since cars regularly speed on Sheridan and Southdowns. As a pedestrian, it's easy to see that drivers are driving their cars way faster than the speed limit. This past year when the miles-per-hour tracker was posted, it was finally visible! In any case, it's scary as a pedestrian and I hope that something can be done about it.

I'd support speed bumps as a possible way to address this frequent and dangerous issue.

There are a lot of families with young children who use these paths and my sense is that these numbers are only increasing. Where we live, there have been quite a few births in the past 4 years - and so lots of families with babies, toddlers pushing strollers. But there are also a number of kids who ride their bikes independently in the neighborhood (kids I know to be around ages 6-12) and I worry for their safety too.

These streets have always been known for very fast driving and I hope safety of pedestrians is considered.

Thank you.

Debby Herbenick

(4)

16 May 2017

Dear Scott Robinson,

I am providing a statement regarding the speeding traffic on the East bound lane of East Sheridan Drive.

Let me state right up front, I am in favor of "speed bumps". I believe this is the only device that will truly slow traffic down on our street.

I have lived on East Sheridan Drive for 20 years. I participated in having the Southdowns/Sheridan drive corridor change from two-way traffic to one way streets. Completing this effort significantly reduced traffic, but did not slow it down. In the 20 years living here, we have noticed in the past 3-5 years, not only an increase in foot traffic, but also an increase in speed, mostly in the morning and afternoon (rush hour traffic if you will). The foot traffic includes both joggers and walkers, but most importantly families with small children and baby strollers.

The problem on Sheridan Drive is the downward slope, from East to West (toward Bryan Park). If I'm in my front yard, one can always determine when a "speeder" is approaching because, after making their stop at Jordan and Sheridan, it's off to the races. On time last year, I was mowing my lawn next to the street when I was nearly hit by a speeding truck and driver texting! He must have been doing 50 by time he went past my home while I'm on the grass. Just last week, we had to yell at a young child pushing a scooter before she transitioned from Hawthorne to Sheridan, because of another speeding car. Currently, I have employed the "poor mans" method of slowing people down and that is placing the bright orange traffic cones on the street to indicate the driving lane.

One thing the city could do immediately and probably at low cost would be to re-paint all the parking spaces on Sheridan to indicate the actual driving lane. Many people believe Sheridan is an extra wide lane and wonder all over the street. Secondly, re-establish the walking and bike riding symbols in the pedestrian/bicycle lane indicated on both Sheridan and Southdowns. Lastly, I strongly urge at a minimum two speed bumps on Sheridan to slow down these people. The speed bumps I am in favor or are those located on Covenanter Drive and the single speed bump located on Sare Road (South side of Hyde Park). Lastly, I would like the City of Bloomington take the time to develop a standard for speed bumps only because I'm sure you may see more request for them in the future.

I do not know if city planners have looked into these, but another traffic calming device I have seen in parts of Europe and the US are the "grooved" rumble strips noted on highways in the event one is falling asleep and about to leaving the driving lane. A grooved rumble strip of at least four feet wide running the width of Sheridan Drive would certainly slow people down, especially if they are deeply cut grooves.

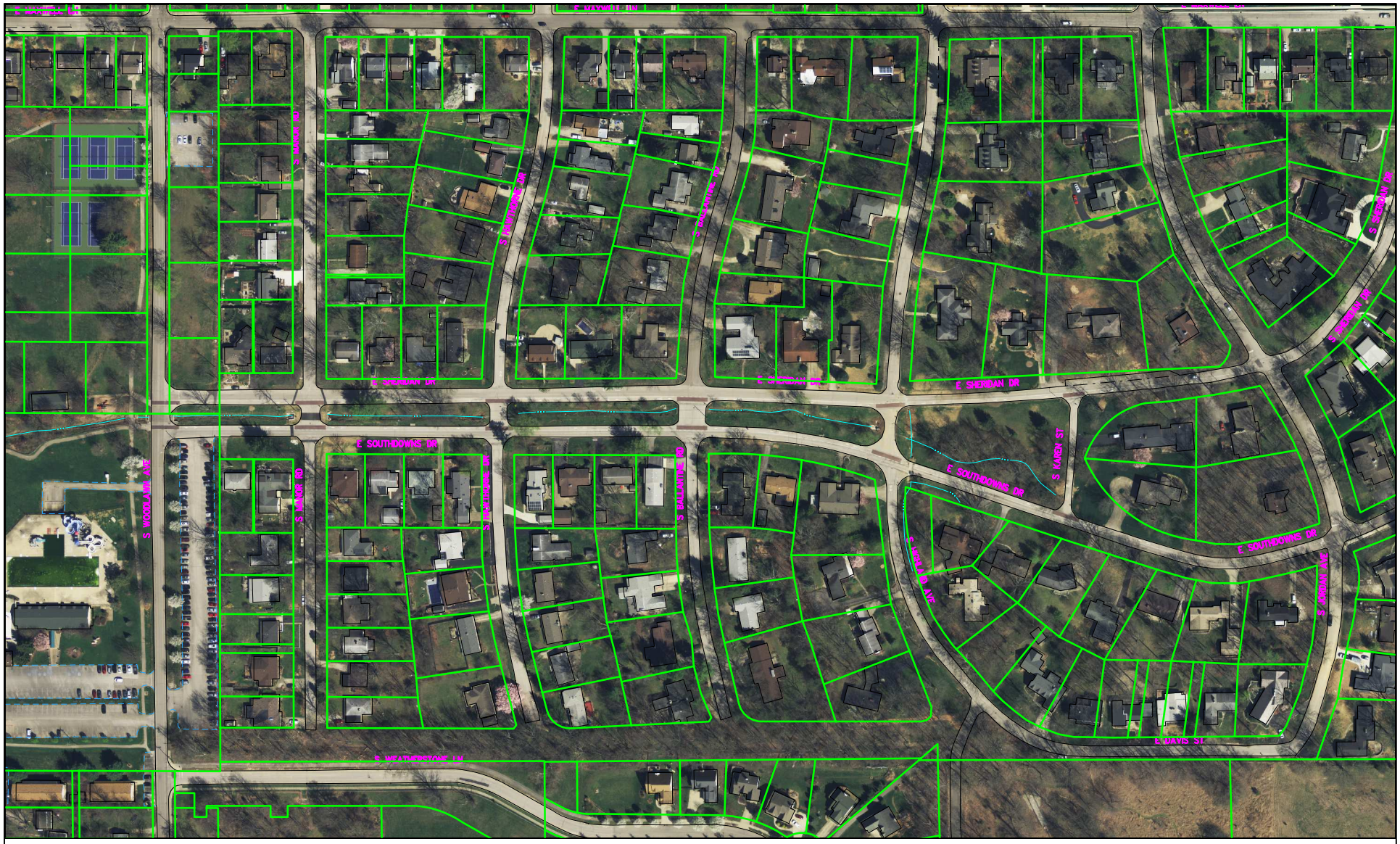
I do not believe the city requires any more stop signs. Additional stop signs would only increase the noise in the neighborhood with people accelerating after the stop and wastefully burns gasoline.

Finally, I certainly hope it doesn't take a critical accident to bring a safety related change to our street.

Very respectfully,

Mark Wroblewski

Cc:
Elaine Hernandez



By: robinsos
17 May 17

250 0 250 500 750 1000

For reference only; map information NOT warranted.

N

City of Bloomington
Planning & Transportation

Scale: 1" = 250'

City of Bloomington
Planning and Transportation Department

401 N. Morton St., Suite 130
Bloomington, IN 47404

Site Code: r4335
Station ID:
E. Sheridan Dr.
S. Ballantine Rd. to S. Highland Ave.
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
04/19/1																
6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	4
07:00	0	14	0	0	1	0	0	0	0	0	0	0	0	2	3	20
08:00	0	26	1	0	0	0	0	0	0	0	0	0	0	4	1	32
09:00	0	15	2	0	1	0	0	0	0	0	0	0	0	3	2	23
10:00	0	11	3	0	0	0	0	0	0	0	0	0	0	1	3	18
11:00	0	23	3	0	0	0	0	0	0	0	0	0	0	2	1	29
12 PM	0	15	7	0	2	0	0	0	0	0	0	0	0	1	4	29
13:00	0	23	5	0	2	0	0	0	0	0	0	0	0	0	0	30
14:00	0	16	2	0	0	0	0	0	0	0	0	0	0	4	1	23
15:00	0	14	3	0	0	0	0	0	0	0	0	0	0	1	2	20
16:00	0	28	5	0	1	0	0	1	0	0	0	0	0	1	1	37
17:00	0	41	10	0	2	0	0	0	0	0	0	0	0	9	4	66
18:00	0	27	3	0	0	0	0	0	0	0	0	0	0	11	3	44
19:00	1	23	4	0	0	0	0	0	0	0	0	0	0	5	6	39
20:00	1	16	1	0	0	0	0	0	0	0	0	0	0	0	1	19
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	10
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	3	1	10
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	320	50	0	9	0	0	1	0	0	0	0	0	48	37	467
Percent	0.4%	68.5%	10.7%	0.0%	1.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	7.9%	

City of Bloomington
Planning and Transportation Department

401 N. Morton St., Suite 130
Bloomington, IN 47404

Site Code: r4335
Station ID:
E. Sheridan Dr.
S. Ballantine Rd. to S. Highland Ave.
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
04/20/1																
6	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	1	0	6
07:00	1	12	2	0	0	0	0	0	0	0	0	0	0	1	3	19
08:00	0	17	4	0	1	0	0	0	0	0	0	0	0	3	4	29
09:00	0	21	3	0	0	0	0	0	0	0	0	0	0	5	0	29
10:00	0	20	2	0	3	0	0	0	0	0	0	0	0	1	1	27
11:00	0	13	1	0	1	0	0	1	0	0	0	0	0	2	3	21
12 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	3	2	33
13:00	0	29	6	0	2	0	0	0	0	0	0	0	0	2	2	41
14:00	0	24	6	0	0	0	0	0	0	0	0	0	0	3	1	34
15:00	0	21	6	0	0	0	0	0	0	0	0	0	0	3	2	32
16:00	0	35	0	0	4	0	0	0	0	0	0	0	0	2	3	44
17:00	0	35	4	0	1	0	0	0	0	0	0	0	0	4	1	45
18:00	0	38	5	0	1	0	0	1	0	0	0	0	0	6	1	52
19:00	0	18	4	0	0	0	0	0	0	0	0	0	0	1	3	26
20:00	0	11	1	0	0	0	0	0	0	0	0	0	0	3	1	16
21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	357	51	0	14	0	0	2	0	0	0	0	0	41	29	495
Percent	0.2%	72.1%	10.3%	0.0%	2.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	5.9%	

City of Bloomington
Planning and Transportation Department

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Site Code: r4335
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S. Ballantine Rd. to S. Highland Ave.
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
04/21/1																
6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	3	0	0	0	0	0	0	0	0	0	0	1	1	9
07:00	0	15	0	0	1	0	0	0	0	0	0	0	0	1	1	18
08:00	0	13	1	0	1	0	0	0	0	0	0	0	0	1	0	16
09:00	0	12	1	0	0	0	0	0	0	0	0	0	0	1	2	16
10:00	0	8	1	0	0	0	0	0	0	0	0	0	0	1	2	12
11:00	0	19	1	0	0	0	0	0	0	0	0	0	0	2	1	23
12 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	1	0	21
13:00	1	14	2	0	1	0	0	0	0	0	0	0	0	0	0	18
14:00	0	23	2	0	2	0	0	0	0	0	0	0	0	0	3	30
15:00	0	17	1	0	0	0	0	0	0	0	0	0	0	1	1	20
16:00	0	37	2	0	1	0	0	0	0	0	0	0	0	1	1	42
17:00	0	38	7	0	0	0	0	0	0	0	0	0	0	2	2	49
18:00	0	23	5	0	2	0	0	0	0	0	0	0	0	2	5	37
19:00	0	22	2	0	1	0	0	0	0	0	0	0	0	1	3	29
20:00	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	19
21:00	0	12	0	0	0	0	0	0	0	0	0	0	0	3	1	16
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	8
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	309	32	0	10	0	0	0	0	0	0	0	0	19	25	396
Percent	0.3%	78.0%	8.1%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	6.3%	
Total	4	986	133	0	33	0	0	3	0	0	0	0	0	108	91	1358
Percent	0.3%	72.6%	9.8%	0.0%	2.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	6.7%	

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

Site Code: r4335
Station ID:
E. Sheridan Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/19/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	24-33	2
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0	4	19-28	2
06:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4	13-22	2
07:00	**5**	0	**6**	6	1	0	**2**	0	0	0	0	0	0	0	20	21-30	12
08:00	2	**10**	5	7	6	**2**	0	0	0	0	0	0	0	0	**32**	16-25	15
09:00	2	4	2	**10**	5	0	0	0	0	0	0	0	0	0	23	26-35	15
10:00	5	1	2	5	5	0	0	0	0	0	0	0	0	0	18	26-35	10
11:00	1	5	6	8	**7**	2	0	0	0	0	0	0	0	0	29	24-33	15
12 PM	4	4	5	12	2	2	0	0	0	0	0	0	0	0	29	21-30	17
13:00	1	3	3	10	8	5	0	0	0	0	0	0	0	0	30	26-35	18
14:00	1	4	2	9	5	2	0	0	0	0	0	0	0	0	23	26-35	14
15:00	3	0	2	8	5	2	0	0	0	0	0	0	0	0	20	26-35	13
16:00	1	0	2	10	14	**8**	**2**	0	0	0	0	0	0	0	37	26-35	24
17:00	3	6	**9**	**20**	**22**	6	0	0	0	0	0	0	0	0	**66**	26-35	42
18:00	**14**	1	3	14	9	3	0	0	0	0	0	0	0	0	44	26-35	23
19:00	7	**7**	8	10	6	1	0	0	0	0	0	0	0	0	39	21-30	18
20:00	1	3	8	2	3	2	0	0	0	0	0	0	0	0	19	16-25	11
21:00	1	0	3	2	4	0	0	0	0	0	0	0	0	0	10	24-33	6
22:00	1	0	6	2	1	0	0	0	0	0	0	0	0	0	10	21-30	8
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
Total	54	49	75	142	107	36	4	0	0	0	0	0	0	0	467		
Percent	11.6%	10.5%	16.1%	30.4%	22.9%	7.7%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	09:00	11:00	08:00	07:00								08:00		
Vol.	5	10	6	10	7	2	2								32		
PM Peak	18:00	19:00	17:00	17:00	17:00	16:00	16:00								17:00		
Vol.	14	7	9	20	22	8	2								66		

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

Site Code: r4335
Station ID:
E. Sheridan Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/20/16	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	20-29	4
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4	20-29	3
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	2	2	0	1	0	0	0	0	0	0	0	0	6	21-30	4
06:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	6	24-33	3
07:00	3	2	2	6	5	1	0	0	0	0	0	0	0	0	19	26-35	11
08:00	**6**	0	**8**	8	6	1	0	0	0	0	0	0	0	0	**29**	21-30	16
09:00	1	**4**	2	6	**13**	**3**	0	0	0	0	0	0	0	0	29	26-35	19
10:00	1	1	3	**10**	12	0	0	0	0	0	0	0	0	0	27	26-35	22
11:00	3	2	3	8	5	0	0	0	0	0	0	0	0	0	21	25-34	13
12 PM	2	4	8	11	6	1	**1**	0	0	0	0	0	0	0	33	21-30	19
13:00	**6**	0	5	11	**16**	3	0	0	0	0	0	0	0	0	41	26-35	27
14:00	3	2	5	12	10	2	0	0	0	0	0	0	0	0	34	26-35	22
15:00	3	3	2	15	7	1	1	0	0	0	0	0	0	0	32	26-35	22
16:00	4	1	5	13	16	**5**	0	0	0	0	0	0	0	0	44	26-35	29
17:00	3	1	**10**	13	14	3	0	**1**	0	0	0	0	0	0	45	26-35	27
18:00	3	**6**	10	**18**	10	4	1	0	0	0	0	0	0	0	**52**	23-32	28
19:00	4	1	6	12	1	1	1	0	0	0	0	0	0	0	26	21-30	18
20:00	1	2	3	6	3	1	0	0	0	0	0	0	0	0	16	21-30	9
21:00	0	0	2	5	2	0	0	0	0	0	0	0	0	0	9	26-35	7
22:00	0	0	2	5	3	0	0	0	0	0	0	0	0	0	10	24-33	8
23:00	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5	26-35	4
Total	46	29	83	169	134	29	4	1	0	0	0	0	0	0	495		
Percent	9.3%	5.9%	16.8%	34.1%	27.1%	5.9%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	10:00	09:00	09:00									08:00		
Vol.	6	4	8	10	13	3									29		
PM Peak	13:00	18:00	17:00	18:00	13:00	16:00	12:00	17:00							18:00		
Vol.	6	6	10	18	16	5	1	1							52		

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

Site Code: r4335
Station ID:
E. Sheridan Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/21/16	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
01:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	20-29	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
06:00	2	0	4	2	1	0	0	0	0	0	0	0	0	0	9	21-30	6
07:00	1	1	**6**	7	1	**2**	0	0	0	0	0	0	0	0	18	21-30	13
08:00	1	0	3	**8**	4	0	0	0	0	0	0	0	0	0	16	24-33	12
09:00	**3**	0	3	8	2	0	0	0	0	0	0	0	0	0	16	21-30	11
10:00	2	**2**	2	3	2	1	0	0	0	0	0	0	0	0	12	26-35	5
11:00	0	1	5	6	**10**	1	0	0	0	0	0	0	0	0	**23**	26-35	16
12 PM	1	2	3	9	4	2	0	0	0	0	0	0	0	0	21	26-35	13
13:00	1	0	3	11	2	0	0	**1**	0	0	0	0	0	0	18	21-30	14
14:00	3	1	4	11	10	1	0	0	0	0	0	0	0	0	30	26-35	21
15:00	1	2	2	5	10	0	0	0	0	0	0	0	0	0	20	26-35	15
16:00	1	2	**13**	12	**11**	2	**1**	0	0	0	0	0	0	0	42	21-30	25
17:00	3	1	7	**22**	7	**7**	1	1	0	0	0	0	0	0	**49**	21-30	29
18:00	**7**	1	8	10	9	2	0	0	0	0	0	0	0	0	37	24-33	19
19:00	3	2	9	7	7	1	0	0	0	0	0	0	0	0	29	21-30	16
20:00	0	1	3	5	8	1	1	0	0	0	0	0	0	0	19	26-35	13
21:00	1	**3**	3	4	5	0	0	0	0	0	0	0	0	0	16	25-34	9
22:00	1	1	1	4	1	0	0	0	0	0	0	0	0	0	8	21-30	5
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
Total	32	21	83	138	97	20	3	2	0	0	0	0	0	0	396		
Percent	8.1%	5.3%	21.0%	34.8%	24.5%	5.1%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	07:00	08:00	11:00	07:00									11:00		
Vol.	3	2	6	8	10	2									23		
PM Peak	18:00	21:00	16:00	17:00	16:00	17:00	16:00	13:00							17:00		
Vol.	7	3	13	22	11	7	1	1							49		
Total	132	99	241	449	338	85	11	3	0	0	0	0	0	0	1358		
Percent	9.7%	7.3%	17.7%	33.1%	24.9%	6.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	18 MPH
50th Percentile :	27 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	787
Percent in Pace :	58.0%
Number of Vehicles > 25 MPH :	886
Percent of Vehicles > 25 MPH :	65.2%
Mean Speed(Average) :	26 MPH

City of Bloomington
Planning and Transportation Department

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Site Code: r4335
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Latitude: 0' 0.0000 Undefined

Start Time	Mon 18-Apr-16	Tue 19-Apr-16	Wed 20-Apr-16	Thu 21-Apr-16	Fri 22-Apr-16		Average Day		Sat 23-Apr-16	Sun 24-Apr-16		Week Average		
12:00 AM	*	1	5	2	*		3		*	*		3		
01:00	*	1	1	4	*		2		*	*		2		
02:00	*	3	4	0	*		2		*	*		2		
03:00	*	2	1	3	*		2		*	*		2		
04:00	*	0	0	0	*		0		*	*		0		
05:00	*	4	6	2	*		4		*	*		4		
06:00	*	4	6	9	*		6		*	*		6		
07:00	*	20	19	18	*		19		*	*		19		
08:00	*	**32**	**29**	16	*		**26**		*	*		**26**		
09:00	*	23	29	16	*		23		*	*		23		
10:00	*	18	27	12	*		19		*	*		19		
11:00	*	29	21	**23**	*		24		*	*		24		
12:00 PM	*	29	33	21	*		28		*	*		28		
01:00	*	30	41	18	*		30		*	*		30		
02:00	*	23	34	30	*		29		*	*		29		
03:00	*	20	32	20	*		24		*	*		24		
04:00	*	37	44	42	*		41		*	*		41		
05:00	*	**66**	45	**49**	*		**53**		*	*		**53**		
06:00	*	44	**52**	37	*		44		*	*		44		
07:00	*	39	26	29	*		31		*	*		31		
08:00	*	19	16	19	*		18		*	*		18		
09:00	*	10	9	16	*		12		*	*		12		
10:00	*	10	10	8	*		9		*	*		9		
11:00	*	3	5	2	*		3		*	*		3		
Day Total	0	467	495	396	0		452		0	0		452		
% Avg. WkDay	0.0%	103.3%	109.5%	87.6%	0.0%									
% Avg. Week	0.0%	103.3%	109.5%	87.6%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	08:00	08:00	11:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	-	32	29	23	-	-	26	-	-	-	-	26	-	-
PM Peak	-	17:00	18:00	17:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	66	52	49	-	-	53	-	-	-	-	53	-	-

Grand Total	0	467	495	396	0	452	0	0	452
ADT		ADT 453		AADT 453					

City of Bloomington
Planning and Transportation Department

401 N. Morton St., Suite 130
Bloomington, IN 47404

Site Code: r4342
Station ID:
E. Southdowns Dr.
S. Ballantine Rd. to S. Highland Ave.
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
04/19/1																
6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
07:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	1	20
08:00	0	35	4	1	1	0	0	0	0	0	0	0	0	2	0	43
09:00	0	14	4	0	0	0	0	0	0	0	0	0	0	3	1	22
10:00	0	11	4	0	1	0	0	1	0	0	0	0	0	2	1	20
11:00	0	19	7	0	0	0	0	1	0	0	0	0	0	1	2	30
12 PM	0	18	1	0	2	0	0	0	0	0	0	0	0	2	2	25
13:00	0	18	4	0	4	0	0	0	0	0	0	0	0	2	1	29
14:00	0	20	4	0	0	0	0	0	0	0	0	0	0	1	2	27
15:00	0	19	2	0	1	0	0	0	0	0	0	0	0	3	4	29
16:00	0	24	9	0	2	0	0	0	0	0	0	0	0	4	2	41
17:00	0	27	2	0	0	0	0	0	0	0	0	0	0	14	3	46
18:00	2	22	1	0	1	0	0	0	0	0	0	0	0	7	3	36
19:00	0	15	5	0	0	0	0	0	0	0	0	0	0	7	4	31
20:00	0	22	2	0	1	0	0	0	0	0	0	0	0	1	3	29
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	10
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	299	55	1	14	0	0	2	0	0	0	0	0	49	34	456
Percent	0.4%	65.6%	12.1%	0.2%	3.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	10.7%	7.5%	

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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
04/20/1																
6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
07:00	0	16	3	0	0	0	0	0	0	0	0	0	0	1	0	20
08:00	0	19	4	0	1	0	0	0	0	0	0	0	0	1	5	30
09:00	0	22	6	0	3	0	0	1	0	0	0	0	0	4	3	39
10:00	0	18	6	0	3	0	0	0	0	0	0	0	0	1	0	28
11:00	0	19	4	0	2	0	0	0	0	0	0	0	0	2	1	28
12 PM	0	19	3	0	2	0	0	0	0	0	0	0	0	2	1	27
13:00	0	13	11	0	2	0	0	2	0	0	0	0	0	1	1	30
14:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	2	17
15:00	0	25	4	0	0	0	0	0	0	0	0	0	0	3	4	36
16:00	0	20	1	0	3	0	0	0	0	0	0	0	0	4	2	30
17:00	0	33	4	0	0	0	0	0	0	0	0	0	0	8	10	55
18:00	0	27	2	0	0	0	0	0	0	0	0	0	0	5	3	37
19:00	1	20	5	0	0	0	0	0	0	0	0	0	0	1	7	34
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	3	3	15
21:00	0	11	0	0	0	0	0	0	0	0	0	0	0	2	2	15
22:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	302	56	0	17	0	0	3	0	0	0	0	0	38	46	463
Percent	0.2%	65.2%	12.1%	0.0%	3.7%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	9.9%	

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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
04/21/1																
6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	20	2	0	1	0	0	0	0	0	0	0	0	0	0	23
08:00	0	21	0	0	2	0	0	0	0	0	0	0	0	0	1	24
09:00	0	17	3	0	0	0	0	0	0	0	0	0	0	1	2	23
10:00	0	19	2	0	0	0	0	0	0	0	0	0	0	3	0	24
11:00	0	16	0	0	1	0	0	0	0	0	0	0	0	0	0	17
12 PM	0	25	2	0	1	0	0	0	0	0	0	0	0	1	0	29
13:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	2	17
14:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
15:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	1	22
16:00	0	22	3	0	2	0	0	0	0	0	0	0	0	2	1	30
17:00	0	32	5	0	2	0	0	0	0	0	0	0	0	2	4	45
18:00	0	13	1	0	0	0	0	0	0	0	0	0	0	4	6	24
19:00	0	25	6	0	0	0	0	0	0	0	0	0	0	2	4	37
20:00	0	17	0	0	1	0	0	0	0	0	0	0	0	3	2	23
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	1	11
22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Total	0	297	35	0	12	0	0	0	0	0	0	0	0	19	25	388
Percent	0.0%	76.5%	9.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	6.4%	
Total	3	898	146	1	43	0	0	5	0	0	0	0	0	106	105	1307
Percent	0.2%	68.7%	11.2%	0.1%	3.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	8.0%	

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

Site Code: r4342
Station ID:
E. Southdowns Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/19/16	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	2	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	20-29	2
06:00	2	0	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
07:00	1	1	4	5	**9**	0	0	0	0	0	0	0	0	0	20	26-35	14
08:00	**5**	**6**	**12**	**13**	6	1	0	0	0	0	0	0	0	0	**43**	21-30	25
09:00	5	0	4	7	3	1	**2**	0	0	0	0	0	0	0	22	21-30	11
10:00	3	0	7	7	3	0	0	0	0	0	0	0	0	0	20	21-30	14
11:00	4	2	10	8	3	**2**	0	0	**1**	0	0	0	0	0	30	21-30	18
12 PM	3	3	6	8	4	0	**1**	0	0	0	0	0	0	0	25	21-30	14
13:00	3	4	5	9	6	**2**	0	0	0	0	0	0	0	0	29	24-33	15
14:00	3	2	2	13	6	1	0	0	0	0	0	0	0	0	27	26-35	19
15:00	7	0	8	10	4	0	0	0	0	0	0	0	0	0	29	21-30	18
16:00	7	0	5	**18**	10	1	0	0	0	0	0	0	0	0	41	26-35	28
17:00	**16**	1	4	12	**12**	1	0	0	0	0	0	0	0	0	**46**	26-35	24
18:00	11	**5**	8	7	3	2	0	0	0	0	0	0	0	0	36	20-29	15
19:00	11	2	5	7	5	0	1	0	0	0	0	0	0	0	31	21-30	12
20:00	4	5	**9**	6	5	0	0	0	0	0	0	0	0	0	29	19-28	15
21:00	3	0	2	3	2	0	0	0	0	0	0	0	0	0	10	26-35	5
22:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	29-38	2
23:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
Total	90	33	94	137	84	12	4	1	1	0	0	0	0	0	456		
Percent	19.7%	7.2%	20.6%	30.0%	18.4%	2.6%	0.9%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	07:00	11:00	09:00	00:00	11:00						08:00		
Vol.	5	6	12	13	9	2	2	1	1						43		
PM Peak	17:00	18:00	20:00	16:00	17:00	13:00	12:00								17:00		
Vol.	16	5	9	18	12	2	1								46		

City of Bloomington
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Site Code: r4342
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E. Southdowns Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/20/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5	26-35	2
07:00	1	0	3	8	8	0	0	0	0	0	0	0	0	0	20	26-35	16
08:00	5	1	8	3	**11**	2	0	0	0	0	0	0	0	0	30	26-35	14
09:00	**8**	**2**	7	**14**	7	1	0	0	0	0	0	0	0	0	**39**	21-30	21
10:00	3	1	5	12	4	**3**	0	0	0	0	0	0	0	0	28	21-30	17
11:00	4	2	**12**	7	2	1	0	0	0	0	0	0	0	0	28	21-30	19
12 PM	3	**4**	2	11	5	1	**1**	0	0	0	0	0	0	0	27	26-35	16
13:00	2	0	7	10	8	**3**	0	0	0	0	0	0	0	0	30	24-33	18
14:00	4	1	3	6	3	0	0	0	0	0	0	0	0	0	17	21-30	9
15:00	7	0	6	10	**12**	0	1	0	0	0	0	0	0	0	36	26-35	22
16:00	6	1	6	11	5	1	0	0	0	0	0	0	0	0	30	21-30	17
17:00	**19**	2	2	**18**	10	3	1	0	0	0	0	0	0	0	**55**	26-35	28
18:00	9	1	**8**	8	9	2	0	0	0	0	0	0	0	0	37	24-33	17
19:00	8	2	6	11	5	2	0	0	0	0	0	0	0	0	34	21-30	17
20:00	6	0	3	2	2	2	0	0	0	0	0	0	0	0	15	21-30	5
21:00	4	1	3	4	3	0	0	0	0	0	0	0	0	0	15	21-30	7
22:00	0	0	3	2	7	0	0	0	0	0	0	0	0	0	12	26-35	9
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
Total	91	20	85	141	102	21	3	0	0	0	0	0	0	0	463		
Percent	19.7%	4.3%	18.4%	30.5%	22.0%	4.5%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	11:00	09:00	08:00	10:00									09:00		
Vol.	8	2	12	14	11	3									39		
PM Peak	17:00	12:00	18:00	17:00	15:00	13:00	12:00								17:00		
Vol.	19	4	8	18	12	3	1								55		

City of Bloomington
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S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/21/16	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	6	21-30	4
07:00	0	**3**	4	**10**	6	0	0	0	0	0	0	0	0	0	23	25-34	16
08:00	1	1	4	8	**8**	**2**	0	0	0	0	0	0	0	0	**24**	26-35	16
09:00	2	1	5	9	6	0	0	0	0	0	0	0	0	0	23	24-33	15
10:00	**3**	1	**7**	6	6	1	0	0	0	0	0	0	0	0	24	21-30	13
11:00	0	2	5	6	2	2	0	0	0	0	0	0	0	0	17	21-30	11
12 PM	1	**4**	4	11	**9**	0	0	0	0	0	0	0	0	0	29	26-35	20
13:00	3	0	3	8	3	0	0	0	0	0	0	0	0	0	17	26-35	11
14:00	0	0	4	10	3	2	**1**	0	0	0	0	0	0	0	20	21-30	14
15:00	1	1	6	10	3	0	0	**1**	0	0	0	0	0	0	22	21-30	16
16:00	3	1	5	12	7	1	1	0	0	0	0	0	0	0	30	25-34	19
17:00	7	2	**7**	14	8	**6**	1	0	0	0	0	0	0	0	**45**	26-35	22
18:00	**10**	1	3	8	1	0	1	0	0	0	0	0	0	0	24	21-30	11
19:00	6	4	5	**16**	6	0	0	0	0	0	0	0	0	0	37	24-33	22
20:00	5	1	5	7	5	0	0	0	0	0	0	0	0	0	23	26-35	12
21:00	1	1	2	6	0	1	0	0	0	0	0	0	0	0	11	21-30	8
22:00	1	0	0	2	1	1	0	0	0	0	0	0	0	0	5	26-35	3
23:00	1	0	2	0	1	0	0	0	0	0	0	0	0	0	4	15-24	2
Total	45	24	75	145	77	17	4	1	0	0	0	0	0	0	388		
Percent	11.6%	6.2%	19.3%	37.4%	19.8%	4.4%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	10:00	07:00	08:00	08:00									08:00		
Vol.	3	3	7	10	8	2									24		
PM Peak	18:00	12:00	17:00	19:00	12:00	17:00	14:00	15:00							17:00		
Vol.	10	4	7	16	9	6	1	1							45		
Total	226	77	254	423	263	50	11	2	1	0	0	0	0	0	1307		
Percent	17.3%	5.9%	19.4%	32.4%	20.1%	3.8%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	13 MPH
50th Percentile :	26 MPH
85th Percentile :	32 MPH
95th Percentile :	34 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	686
Percent in Pace :	52.5%
Number of Vehicles > 25 MPH :	750
Percent of Vehicles > 25 MPH :	57.4%
Mean Speed(Average) :	25 MPH

City of Bloomington
Planning and Transportation Department

401 N. Morton St., Suite 130
Bloomington, IN 47404

Site Code: r4342
Station ID:
E. Southdowns Dr.
S. Ballantine Rd. to S. Highland Ave.
Latitude: 0' 0.0000 Undefined

Start Time	Mon 18-Apr-16	Tue 19-Apr-16	Wed 20-Apr-16	Thu 21-Apr-16	Fri 22-Apr-16		Average Day		Sat 23-Apr-16	Sun 24-Apr-16		Week Average		
12:00 AM	*	2	1	1	*		1		*	*		1		
01:00	*	0	1	0	*		0		*	*		0		
02:00	*	1	1	2	*		1		*	*		1		
03:00	*	1	0	1	*		1		*	*		1		
04:00	*	0	0	0	*		0		*	*		0		
05:00	*	3	1	0	*		1		*	*		1		
06:00	*	5	5	6	*		5		*	*		5		
07:00	*	20	20	23	*		21		*	*		21		
08:00	*	**43**	30	**24**	*		**32**		*	*		**32**		
09:00	*	22	**39**	23	*		28		*	*		28		
10:00	*	20	28	24	*		24		*	*		24		
11:00	*	30	28	17	*		25		*	*		25		
12:00 PM	*	25	27	29	*		27		*	*		27		
01:00	*	29	30	17	*		25		*	*		25		
02:00	*	27	17	20	*		21		*	*		21		
03:00	*	29	36	22	*		29		*	*		29		
04:00	*	41	30	30	*		34		*	*		34		
05:00	*	**46**	**55**	**45**	*		**49**		*	*		**49**		
06:00	*	36	37	24	*		32		*	*		32		
07:00	*	31	34	37	*		34		*	*		34		
08:00	*	29	15	23	*		22		*	*		22		
09:00	*	10	15	11	*		12		*	*		12		
10:00	*	3	12	5	*		7		*	*		7		
11:00	*	3	1	4	*		3		*	*		3		
Day Total	0	456	463	388	0		434		0	0		434		
% Avg. WkDay	0.0%	105.1%	106.7%	89.4%	0.0%									
% Avg. Week	0.0%	105.1%	106.7%	89.4%	0.0%		100.0%		0.0%	0.0%				
AM Peak	-	08:00	09:00	08:00	-	-	08:00	-	-	-	-	08:00	-	-
Vol.	-	43	39	24	-	-	32	-	-	-	-	32	-	-
PM Peak	-	17:00	17:00	17:00	-	-	17:00	-	-	-	-	17:00	-	-
Vol.	-	46	55	45	-	-	49	-	-	-	-	49	-	-

Grand Total	0	456	463	388	0	434	0	0	434
ADT		ADT 436		AADT 436					

Bloomington Islamic School

Believe. Live. Inspire. Share Islam

■ Bloomington Islamic School (BLISS) ■ 2005 E. Atwater Ave., Bloomington IN 47401■ (812)964-0701

www.bloomingtonislamicschool.org

May 8, 2017

Traffic Commission
City of Bloomington

The Bloomington Islamic School (BLISS) was established January 2016 to meet the educational and religious needs of the children of international students attending Indiana University Bloomington. BLISS is currently registered with Family Social Services Agency and the Indiana Department of Education as a private school.

The BLISS building is located at 2005 E. Atwater Ave at the corner of Atwater and Union. The section of Union street that borders the school building is a single lane street. However, it currently allows for two-way traffic. The issue that we are having at the school is during drop off and pick up there is a considerable amount of traffic on Union St. I have instructed our parents to drop of students at our Union Street entrance by travelling south on Union Street. A problem occurs when traffic enters Union St. travelling north bound as it is not possible for two cars to occupy the road simultaneously. Traffic is then forced to drive onto the lawn area of the building, or attempt to reverse into a neighboring driveway to allow for the cars to pass each other.

BLISS would like to request that the section of Union St. between 3rd St. and Atwater be converted into a one way in order to avoid possible traffic accidents and further damage to the school property.

Thank you for your consideration and attention to this matter.

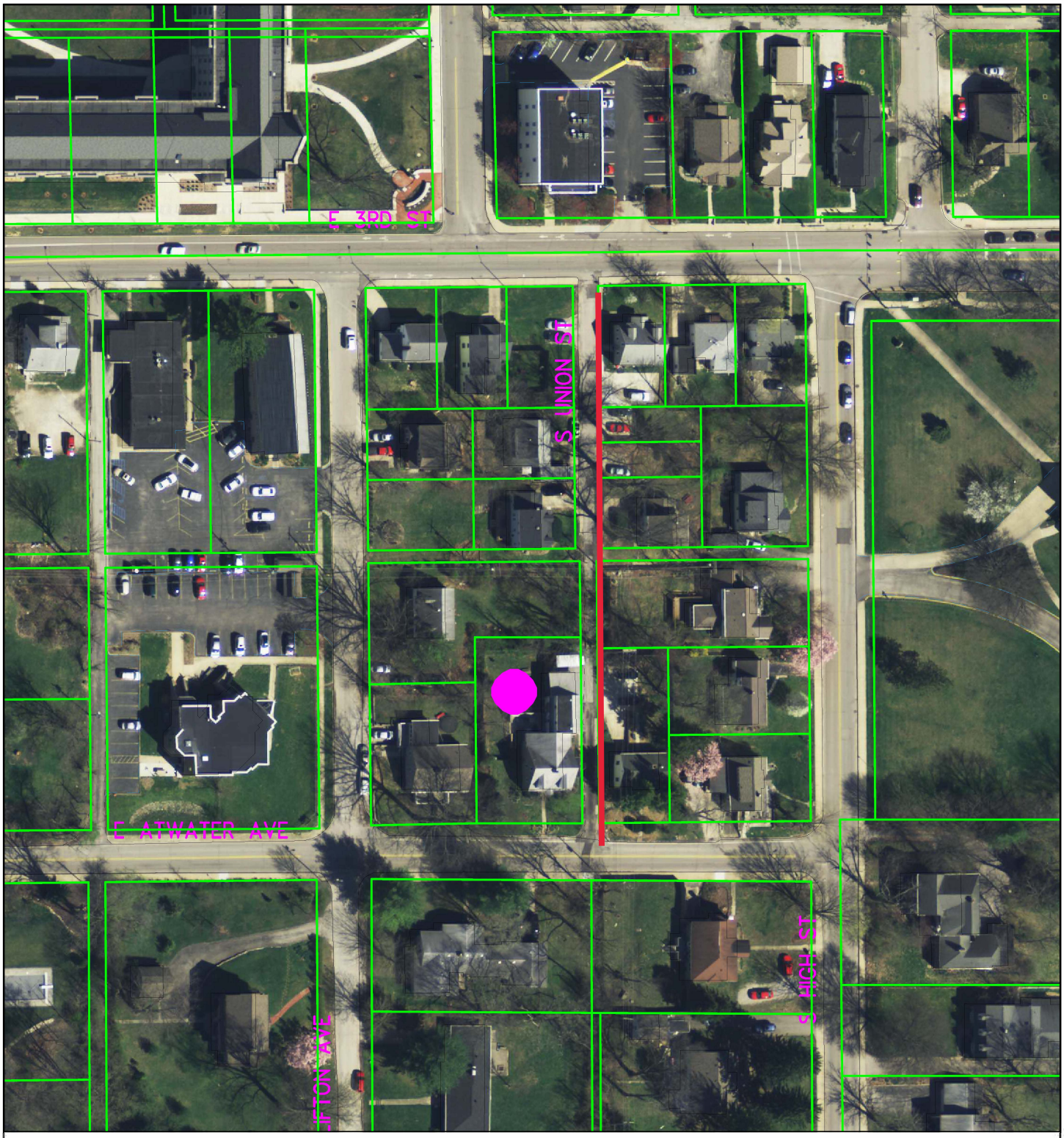
Sincerely,

Yvette McLaren-Roberts

Yvette McLaren-Roberts

Principal (BLISS)

principal@bloomingtonislamicschool.org



Bloomington Islamic School (BLISS)

City of Bloomington
Planning & Transportation

By: robinsos
17 May 17

100 0 100 200 300

N

Scale: 1" = 100'

For reference only; map information NOT warranted.