BLOOMINGTON TRAFFIC COMMISSION
AGENDA
January 25, 2017
4:30 P.M. – COUNCIL CHAMBERS

I. Call to Order

II. Nominations and Elections of 2017 Chair and Vice Chair*

III. Approval of Minutes – December 14, 2016*

IV. Public Comment

V. Communications from Commission

VI. Reports from Staff

A. 90 Day Orders
B. 2017 Meeting Schedule

VII. Old Business – none

VIII. New Business –
A. Walnut Street and Blue Ridge Drive – intersection analysis
B. Longview Avenue and Pete Ellis Drive – intersection stop control and speed limit*
C. Kirkwood Avenue and Madison Street – intersection stop control*
D. Rogers Street – on-street parking consideration at 6th Street and 8th Street*

IX. Traffic Inquiries – none

X. Adjournment

Next meeting – February 22, 2017

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

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City of Bloomington Traffic Commission Minutes
December 14, 2016 in the Council Chambers, City Hall

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

Attendance
Traffic Commission: James Batcho, Andrew Cibor, Ryan Cobine, Markeus Farrand, Larry Haywood, Judi Maki, Abigail Pietsch, Sarah Ryterband, and Joe VanDeventer

Others in Attendance: Kevin R. Robling, Julie Thomas (County Commissioner), Deputy Chief Joe Qualters (Bloomington Police Department), and Scott Robinson (Staff)

I. Call to Order (~5:35 PM)

II. Approval of Minutes – November 16, 2016. Mr. Cobine motioned and Mr. Cibor seconded. **The motion passed 9-0**.

III. Public Comment – none.

IV. Communications from Commission – Mr. Cobine said he is resigning after four years on this Commission to focus on other priorities. Ms. Ryterband thanked him for his tenure and service. She reminded the Commission that nominations for a Chair and Vice Chair will be in January.

V. Reports from Staff

A. E. 1st Street Traffic Counts – Mr. Robinson provided a summary of the counts along 1st Street in response to a citizen traffic inquiry. The Street Department will be posting 25 MPH signs and more counts will be conducted as the weather permits at 1st and Henderson.

B. 2017 Meeting Schedule – Mr. Robinson explained the City Council moved their meeting time up an hour to help avoid meetings going too late into the evening. Because of this the Traffic Commission start times are now scheduled for 4:30. If there is a problem we can explore another time or day of the week.

C. Parking Commission Update – Mr. Robinson said the Mayor's veto was overridden by Council and applications for the new Parking Commission are being taken. Planning and Transportation will provide staff support to this new commission.

VI. Old Business

A. W. 8th Street – Convert to a 2-way traffic direction flow between N. Morton Street and N. College Avenue*. Mr. Robinson summarized the staff report and explained this item is back on the agenda to get additional policy guidance from last month's recommendation. While the first step

recommendation is fine, some City and County officials were seeking a more proactive approach. Mr. Robling said the garage is expected to open in January and provides 244 parking spaces for County employees. It is not a public parking garage. Most employees will leave around 4 P.M. which raises safety concerns. He expects other times of the day, as well as over the long run, employees will self-select and change their behavior to help mitigate congestion. Ms. Thomas said making the entire block two way is preferred to avoid confusion if just the portion west of the alley were two way. Mr. Qualters explained that police officers and sheriff deputies frequently use the alley for the jail and court activities. Often they have dispatch calls to the northwest of Downtown, which making 8th a two way would improve emergency responses. All three expressed the desire to have several egress options a two way 8th street provides. Commission members discussed various aspects to the one way and two way option. Mr. Robinson explained that a 90 Day Order could be issued if necessary, but costs with parking and other necessary changes (curbs, signs, metered parking etc.) have not yet been estimated. Discussion ensued. The Commission would like City and County officials to report back to the Commission if other issues arise after the parking structure is open. Mr. Cobine motioned to make 8th Street a two way from College Avenue to Morton Street, subject to it taking effect on the opening of the garage, Ms. Maki seconded the motion. **The motion passed 8-1**.

VII. New Business –

A. N. Jordan Avenue – codify speed limit* - Mr. Robinson explained staff evaluated the speeds along Jordan Avenue based on a citizen request with the recent improvements along Jordan. The packet provides a detailed map of the recorded speeds and staff is recommending reducing the posted speed to 25 MPH. Mr. Farrand mentioned several new crosswalks and Mr. Cibor said IU is considering future improvements near the intersection with 7th Street. Ms. Peitsch motioned and Mr. Haywood seconded to lower the speed limit to 25 MPH for Jordan Avenue from 3rd Street to 17th Street. **The motion passed 9-0.**

B. Old SR 37 and N. Dunn Street – codify speed limit* - Mr. Robinson explained this request is housekeeping in nature to codify the posted speed limits as detailed in the packet. Ms. Ryterband motioned for a universal 25 MPH speed, and Mr. Cobine seconded. Discussion ensued noting the motion would change the posted speed limits. **The motion failed 3-6**. Mr. Cobine motioned and Ms. Maki seconded to codify the speed limits as posted. **The motion passed 7-2**.

C. W. 4th Street – codify existing no parking zones* - Mr. Robinson explained this request also is housekeeping in nature. The posted no parking areas along W. 4th street have been that way for a long period and this request is simply codifying the existing conditions. Mr. Cobine

motioned to codify the no parking zones as detailed in the staff report, Mr. Farrand seconded. **The motion passed 9-0.**

D. **W. 12th Street – allow on-street parking*** - Mr. Robinson said this request is in response to improvements planned by the Boys and Girls Club. This includes new sidewalks and on-street parking spaces. Ms. Ryterband, Mr. Haywood, and Ms. Peitsch had questions on transit, drop off areas, and the timing of the project (construction has not yet started). The commission would like more information before making a recommendation.

E. **W. 3rd Street – on street parking configurations** – Mr. Robinson said this project is currently being considered by the Planning Commission. Staff is seeking direction on two parking options along 3rd Street and Patterson Drive. The concepts are included in the packet. The commissions discussed the two options. There was general concern that while they have a preference for on-street back in angled parking, this was not the right location for on-street parking due to high speeds and other factors. The overall roadway design and heavy traffic along West 3rd Street would be hard to change at this time. Lowering speeds and changing the existing context is desired, but is beyond this one project. Given these circumstances the Commission prefers the first option in the meeting packet, which has a frontage road like design. The Commission recommends the parking for this option should use a back in angled design.

VIII. Traffic Inquiries – none

IX. Adjournment (~7:20 PM)

Next meeting – January 25, 2017

**Action requested*

90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):

- ☒ To make and enforce temporary regulations;
- ☐ To make and enforce experimental regulations;
- ☐ To make and enforce regulations necessary to deal with emergencies; and/or
- ☐ To make and enforce regulations necessary to deal with special conditions.

This Request originated from Monroe County Commissioner Julie Thomas and the Bloomington Police Department. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Prohibit parking in the two existing on-street parking spaces along the west side of College Avenue directly north of the W 8th St intersection. The impacted ADA parking space will be shifted north into what is currently the third on-street parking space along the west side of College Avenue directly north of the 8th Street intersection. Parking signage will be updated to reflect these changes.
- Convert W 8th Street to a two-way facility between Morton St and College Ave. Center line pavement markings will be added and changes to existing one-way, and do not enter signage will be implemented.
- Require westbound traffic on W 8th Street to stop for traffic on N Morton St. A stop sign will be installed to reflect this.

Questions regarding this Order shall be directed to the Transportation and Traffic Engineer.

Signature of Transportation &Traffic Engineer

1/19/2017
Date

Effective Date: 2/1/2017

Expiration Date: 5/2/2017

Case Number: **17-02**

90-DAY ORDER

Pursuant to Bloomington Municipal Code § 15.08.040 I hereby issue this 90-Day Order, the details of which are described in detail below, for the following reason(s):

- ☒ To make and enforce temporary regulations;
- ☐ To make and enforce experimental regulations;
- ☐ To make and enforce regulations necessary to deal with emergencies; and/or
- ☐ To make and enforce regulations necessary to deal with special conditions.

This Request originated from Indiana University. After careful review and consideration the Request has been granted and the following actions will be implemented:

- Parking will be prohibited on the north side of E 11th Street between N Woodlawn Ave and N Forrest Ave. No parking signs will be installed to reflect this change.
- E 11th Street between N Woodlawn Ave and N Forrest Ave will operate as a two-way facility. Center line pavement markings will be added and changes to existing one-way, do not enter, and stop control signage will be implemented.

Questions regarding this Order shall be directed to the Transportation and Traffic Engineer.

Signature of Transportation &Traffic Engineer

1/19/2017
Date

Effective Date: 1/19/2017

Expiration Date: 4/19/2017

Case Number: **17-01**

2017 Traffic Commission Meeting Dates

City Council Chambers at 4:30 PM

January 25

February 22

March 22

April 26

May 24

June 28

July 26

August 23

September 27

October 25

November 15

December 13

MEMORANDUM

To: Traffic Commission

From: Neil Kopper, PE

Date: December 14, 2016

Re: N. Walnut and E. Blue Ridge intersection

Background

The Traffic Commission previously received an email from a citizen representing the neighborhood association requested investigation of the E. Blue Ridge and N. Walnut intersection [in response to complaints from residents and concerns about crashes]. The concerned citizen also presented their complaint to traffic commission.

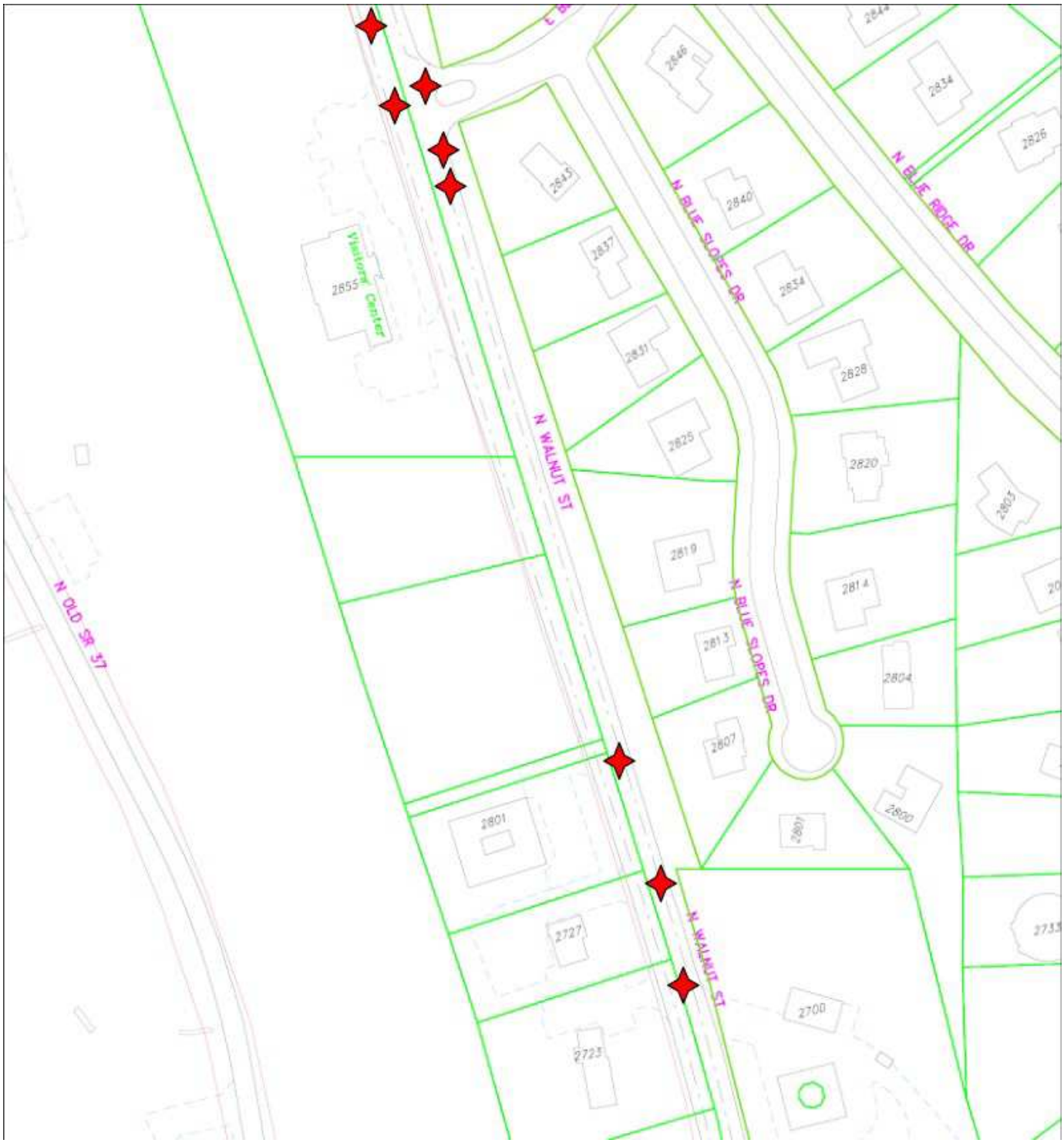
Traffic Commission requested staff gather data at this location. Crash data shows 3 crashes related to the intersection between 2014 and 2016 (see specifics on page 3). According to data collected in 2013, the average speed was 36 mph and the 85th percentile speed was 42 mph with a posted speed limit of 40 mph south of Blue Ridge and 45 mph north of Blue Ridge. The average daily traffic count in 2013 was 8,222. There are alternative routes available to exit or enter the neighborhood via N. Dunn St. (see map on page 4).

Recommendations

Crash history and speeds do not seem atypical in this context. This location could continue to be monitored, but doesn't stand out as a high-priority intersection. Staff would like to hear the traffic commission's recommendation based on this available data.

View of south N. Walnut St from E Blue Ridge Dr.

View of north N. Walnut St from E Blue Ridge Dr.



3 Crashes reported between 2014 and 2016 related to the intersection:

-4/22/2015- D1 didn't see D2 when they pulled onto N Walnut from E Blue Ridge
-1/22/2016- Rear end on N Walnut as turning onto E Blue Ridge
-4/8/2016- D1 making left turn (south) onto Walnut from Blue Ridge and struck D2 traveling north on N Walnut

5 crashes not related to intersection

There are two alternate routes to exit or enter the neighborhood from N. Dunn St.

MEMORANDUM

To: Traffic Commission

From: Sara Gomez, Engineering Technician

Date: January 25, 2017

Re: E. Longview Ave. and N/S Pete Ellis Dr. Intersection –Stop Control Option/Codify Speed Limit

Background

This request started as a citizen's concern regarding witnessing multiple crashes at this intersection involving motorists on Longview attempting to turn onto Pete Ellis. The complaint, entered in uReport, was as follows: 'after witnessing my third or fourth car accident in the past six months at the exact same intersection (when walking on the sidewalk every time), I would like to request the installation of a traffic light at Longview and Pete Ellis.'

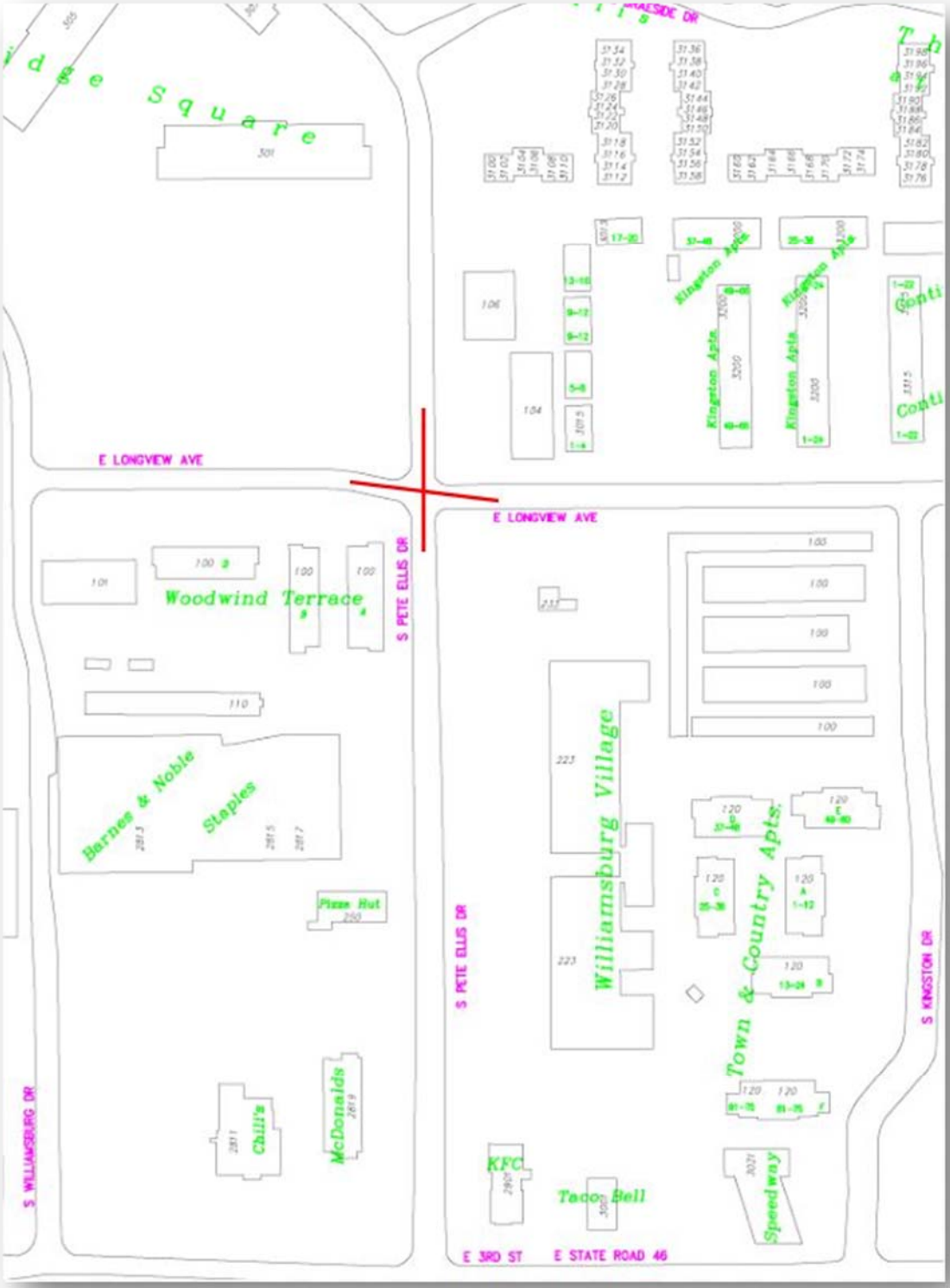
Currently E. Longview has stop control at the intersection with Pete Ellis, and Pete Ellis does not. A review of crash data between January 2011 and December 2016 indicates 37 total crashes within this time period, 27 involved motorists on Longview attempting to turn onto or cross Pete Ellis. Crash reports also indicate that motorists traveling on Longview assumed the intersection was an all-way stop controlled intersection in 5 of these crashes.

Traffic data collected in December 2015 showed ADT (average daily traffic) counts on Longview, east of Pete Ellis at 3,638 and west of Pete Ellis at 1,692. The ADT count for N. Pete Ellis in October 2016 was 8,758. In December 2015 the ADT count for S. Pete Ellis was 7,644.

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines for when an all-way stop is suggested upon completion of an engineering study. One criteria is related to crash history and another is minimum volumes. The crash history threshold is for five or more crashes in a 12-month period that are susceptible to correction by an all-way stop. The Pete Ellis/Longview intersection had 11 reported crashes susceptible to correction in a 12-month period. The traffic volume on the minor street (Longview) met the MUTCD threshold of 200 units per hour for six hours (the MUTCD guidelines are for eight hours).

During the recent investigation of the E Longview and Pete Ellis intersection and a review of Title 15, staff noticed a discrepancy between City code and existing signage. The posted speed limits signs along Pete Ellis are not included within Title 15. The default speed limit is 25 Miles per Hour (MPH), unless specified within Schedule I that lists segments of roadways with increased or decreased speed limits. The posted speed limits are 30 MPH for north and south Pete Ellis Drive. According to traffic data collected in December 2015, the average speed on S Pete Ellis Dr. was 27 mph and an 85th percentile speed of 32mph. Traffic data collected in October 2016, for N Pete Ellis Dr. show an average speed of 28mph and an 85th percentile speed of 33mph. Title 15 should reflect the posted speed limits to avoid confusion and improve consistency.

Recommendation: Staff recommends placing stop control on Pete Ellis at Longview, making this intersection an all-way stop controlled intersection. Staff requests that the Traffic Commission recommend that the City Council amend Title 15 to reflect the posted speed limits for north and south Pete Ellis Drive. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.



Pete Ellis Drive and Longview Avenue Intersection map

Traffic Commission
Staff Report

Project/Event:	W. Kirkwood and N. Madison – Stop Control Options
Petitioner/Representative:	Planning and Transportation Department
Staff Representative:	Dan Backler, Engineering Field Specialist
Date:	1/12/2017

Background: This request started as a citizen's concern regarding the intersection of Kirkwood and Madison. Their concern was that "high [volume] of traffic and appearance of a 4-way stop doesn't allow pedestrians or Madison Ave. bikers or drivers to safely cross or turn on to Kirkwood." The intersection is currently controlled by stop signs on Madison and no sign or signal on Kirkwood. Stop signs on Madison have "Cross Traffic Does Not Stop" placards. Staff observed the intersection on various occasions, studied crash data, and studied traffic count information and has found the following:

Upon observation: In the course of an hour no fewer than 10 drivers on Kirkwood approached the intersection came to a complete stop, even though there is no sign indicating a requirement to do so. A number of drivers pulled out in front of traffic on Kirkwood, seemingly assuming that they would stop.

According to traffic counts: Traffic volume is similar to other "all-way" stop intersections. (compared to the intersection of Kirkwood and Grant, attached)

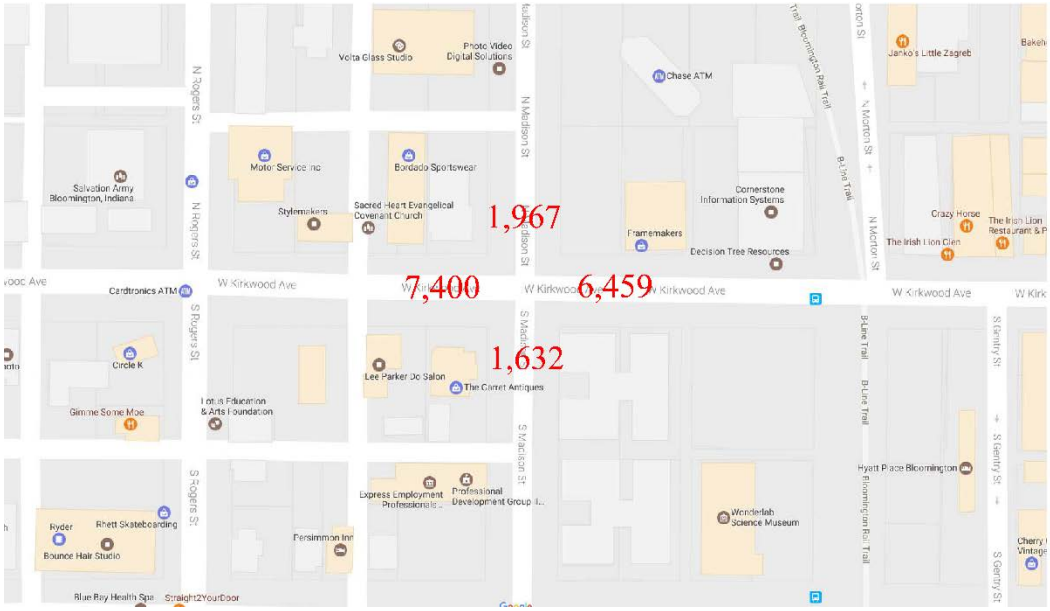
The appearance of the intersection: With its brick crosswalks and green light poles is very similar to other all-way stops intersections. (see photos of Kirkwood and Washington and Kirkwood and Lincoln, attached) This is one of the few intersections on Kirkwood between Rogers and Indiana that does not have an all-way stop or a traffic light.

Crash Data: Crash data suggests that drivers have, at times, assumed there is a stop sign for Kirkwood traffic and that parked cars along Kirkwood affect sight distance. (see attached summary)

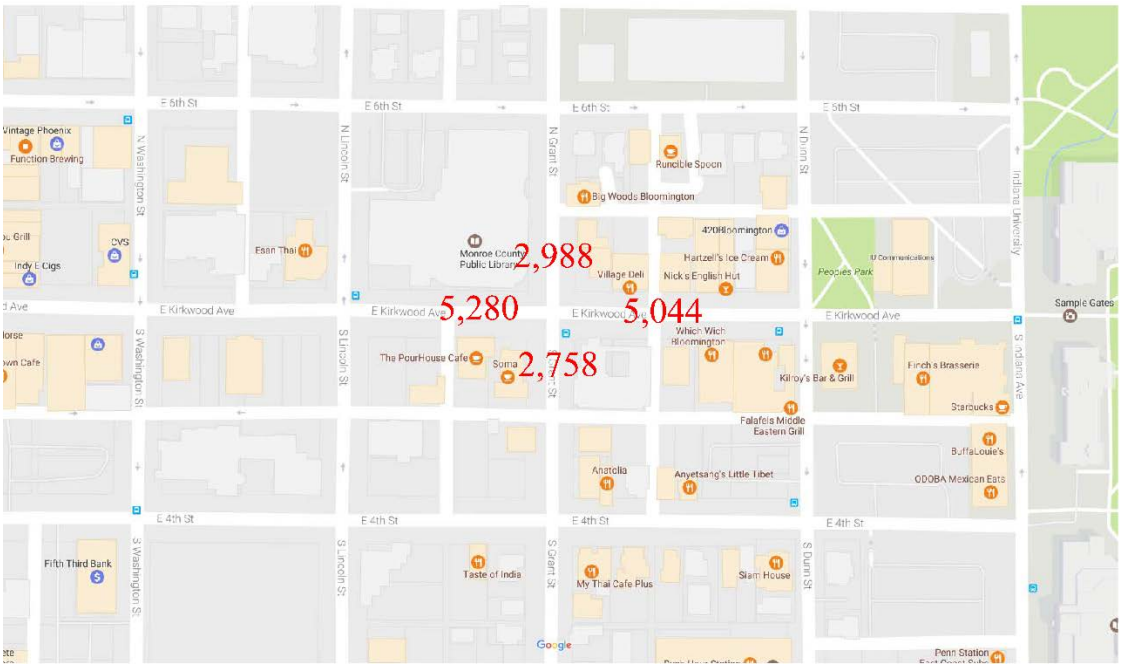
Analysis: A traffic analysis of the intersection comparing the current conditions to an all-way stop predicts that queue lengths would go from 0 (no stop sign) to 1 to 2 cars for Kirkwood and from a queue length of approximately 1 car to 0 to 1 car for Madison.

Recommendation: Staff recommends making the intersection an all-way stop. This will address the driver confusion issues as well as the sight distance issues without dramatically affecting traffic flow. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.

Kirkwood and Madison - ADT



Kirkwood and Grant - ADT



Kirkwood and Madison – Collisions

- 3/25/13 - Parked car sideswipe
- 3/29/13 - Northbound vehicle hit eastbound vehicle. NB vehicle thought it was an all-way stop
- 5/1/14 - Southbound vehicle hit westbound vehicle.
- 11/29/14 - Northbound vehicle hit eastbound vehicle.
- 12/16/2016 - Northbound vehicle failed to yield and was struck by westbound vehicle.
- 1/31/2015 - Northbound vehicle failed to see westbound vehicle. Westbound vehicle struck by northbound vehicle.
- 3/3/2015 - Southbound vehicle failed to yield and was struck by eastbound vehicle.
- 3/27/2015 – Southbound vehicle failed to yield and was struck by eastbound vehicle. Southbound vehicle's view was obstructed by stopped traffic.
- 3/15/2016 – Southbound vehicle failed to see stops sign and struck eastbound vehicle.

Google Maps 403 W Kirkwood Ave

Image capture: Sep 2014 © 2017 Google

Bloomington, Indiana
Street View - Sep 2014

KIRKWOOD AND MADISON

Google Maps 121 E Kirkwood Ave

Image capture: Jul 2015 © 2017 Google

Bloomington, Indiana
Street View - Jul 2015

KIRKWOOD AND WASHINGTON

Google Maps 225 E Kirkwood Ave

Image capture: Jul 2015 © 2017 Google

Bloomington, Indiana
Street View - Jul 2015

KIRKWOOD AND LINCOLN

Traffic Commission
Staff Report

Project/Event:	N. Rogers and 6th St. and N. Rogers and 8th St. – Parking Considerations
Petitioner/Representative:	Planning and Transportation Department
Staff Representative:	Dan Backler, Engineering Field Specialist
Date:	1/19/2017

Background: This request started as a concern from the Near West side neighborhood regarding the intersections of Rogers and 6th Street and of Rogers and 8th Street. The neighborhood voiced concern that sight distance is compromised due to cars parked along the west side of Rogers. Both intersections are currently controlled by stop signs on 6th and 8th and no sign or signal on Rogers. Staff studied crash data, surveyed sight distance, studied traffic count information, and coordinated input with the Near West Side Neighborhood Association and has found the following:

Sight Distance: Cars parked along the west side of Rogers limits one's ability to see north or south on Rogers to a point less than desired.

Crash Data: There were a number of crashes that suggest that sight distance was a contributing factor.

Traffic Count Data: Traffic volumes showed that the volume of traffic on the minor streets (6th and 8th) was significantly lower than the volume on Rogers. An all-way stop was not warranted.

Neighborhood Input: The Near West Side Neighborhood Association reviewed the City's analysis at their January 17, 2017 meeting. The neighborhood supported removal of five on-street parking spaces at each intersection to improve sight distance and not installing all-way stop control at both intersections (see attached summary).

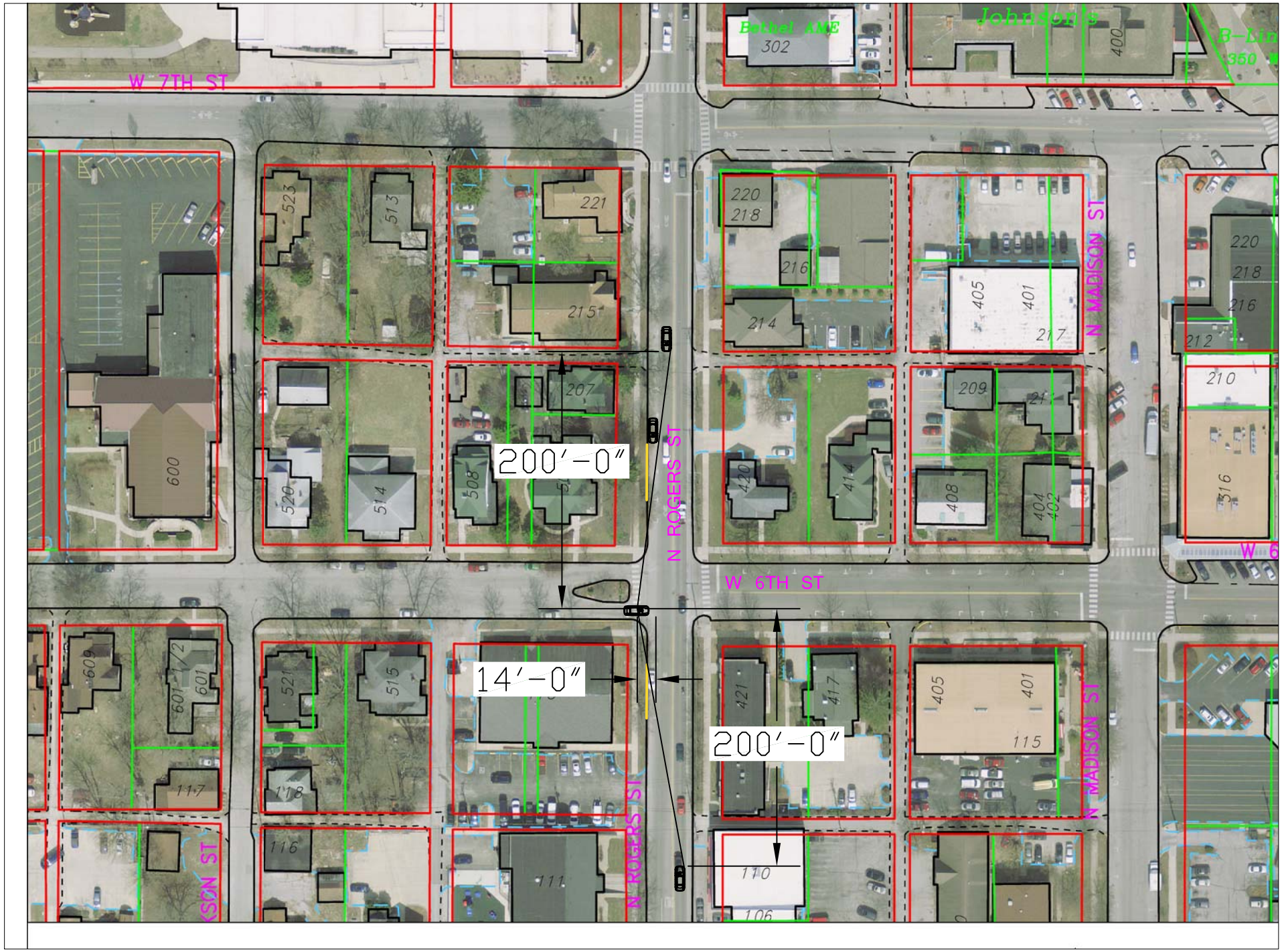
Recommendation: Staff recommends removing two spaces to the south and three spaces to the north of the intersections of Rogers and 6th and of Rogers and 8th as illustrated in the attached diagrams. A more detailed Title 15 amendment would be prepared if this request is forwarded to the Common Council for their consideration.

Rogers and 6th – Collisions

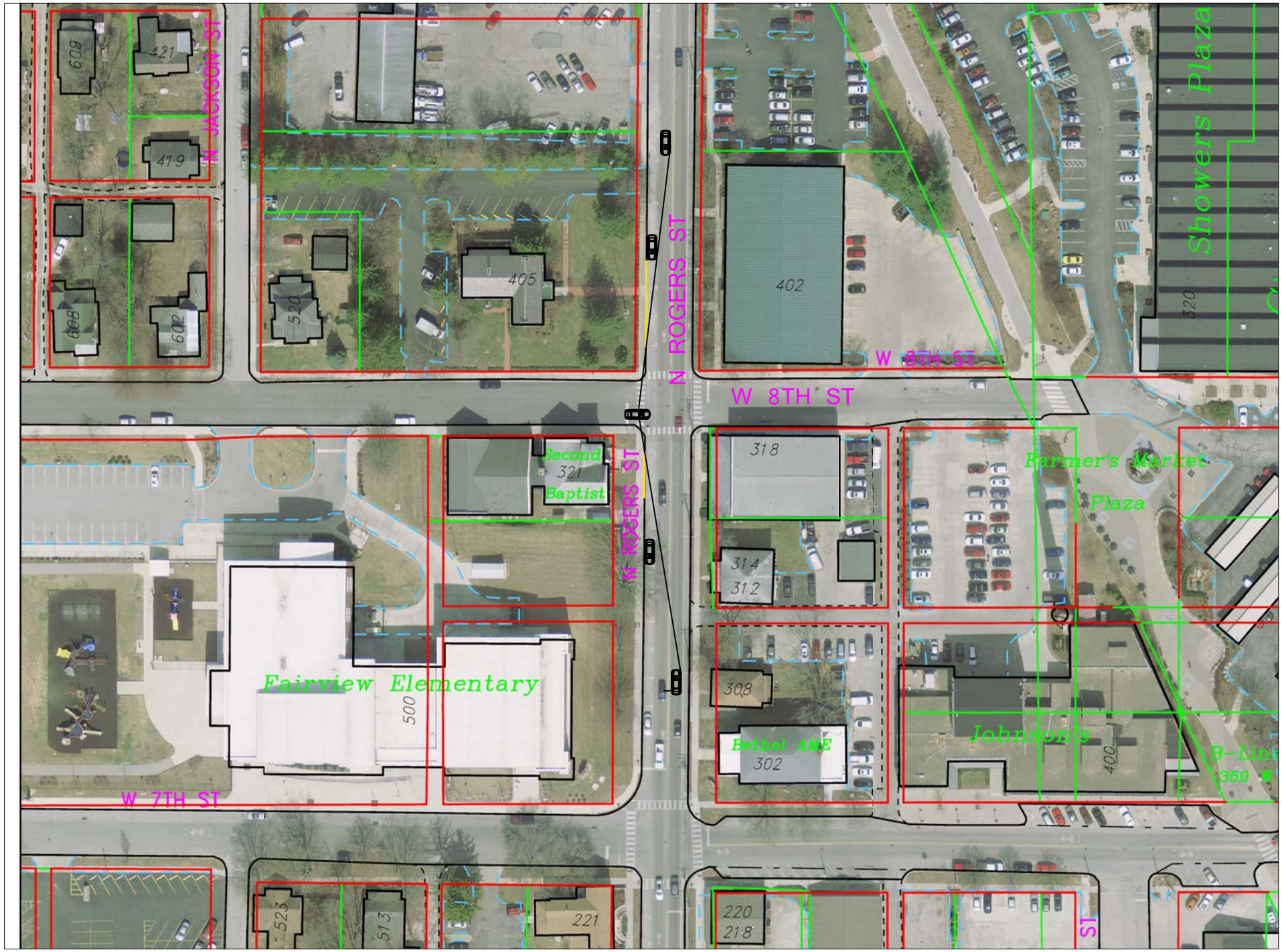
- 7/1/2013 – Southbound vehicle 1 rear ended southbound vehicle 2 due to mechanical issue.
- 7/22/2013 - Southbound vehicle 1 rear ended southbound vehicle 2 due to driving distracted.
- 7/30/2013 – Southbound vehicle was struck by northbound vehicle which was turning west.
- 10/4/2013 – Eastbound vehicle struck by northbound vehicle.
- 4/10/2015 – Northbound vehicle 1 rear ended northbound vehicle 2 due to driving distracted.
- 4/25/2015 – Eastbound vehicle failed to yield to and struck by northbound vehicle.
- 8/17/2015 – Westbound vehicle failed to yield and was struck by northbound vehicle.
- 9/17/2015 – Westbound vehicle failed to yield to and struck southbound vehicle.

Rogers and 8th – Collisions

- 12/20/2010 - Westbound vehicle struck by northbound vehicle. Westbound "thought the intersection was a four way stop."
- 11/7/2011 - Southbound vehicle struck by northbound vehicle while turning left.
- 6/5/2012 – Eastbound vehicle failed to yield and was struck by northbound vehicle.
- 10/7/2013 – Westbound vehicle pulled into path of northbound vehicle and vehicles collided.
- 10/16/2013 – Westbound vehicle failed to yield to and was struck by northbound vehicle.
- 8/16/2015 – Northbound vehicle ran of road.



FINDINGS: THE REMOVAL OF THE TWO SPACES SOUTH OF THE INTERSECTION AND TWO SPACES NORTH OF THE INTERSECTION WILL CREATE A SIGHT DISTANCE OF 200 FT.



FINDINGS: THE REMOVAL OF TWO SPACES SOUTH OF INTERSECTION AND THREE SPACES NORTH OF THE INTERSECTION WILL PROVIDE IMPROVED SIGHT DISTANCE.

Andrew Cibor <cibora@bloomington.in.gov>

Near West Side Neighborhood Association Meeting

olivia.dorfman@gmail.com <olivia.dorfman@gmail.com> Wed, Jan 18, 2017 at 12:21 PM
To: cibora@bloomington.in.gov
Cc: stewartgulyas@gmail.com

Although I was not present at last night's meeting, here are the relevant notes I received from my husband who attended the meeting in my stead.

"As for the line of sight obstructions, the city evaluated four-way stop signs at both intersections and found they are not warranted because the traffic is mostly on Rogers, and volumes are much lower on both 6th and 8th Streets. However, Cibor suggested that the sight lines would be improved by the elimination of five on-street parking spaces on the west (southbound) side of Rogers at each corner -- in each case, three on the north side and two on the south side of the cross street. Cibor asks the Neighborhood Association to get feedback on this suggestion from neighborhood residents. Attendees at the meeting unanimously supported this action.

In addition, Peter Dorfman suggested that we begin the process of asking the city to install a crosswalk at the corner of 6th Street and Rogers Street crossing Rogers. This would make it easier for pedestrians to cross and might inhibit motorist speeds on Rogers. The attendees unanimously supported this suggestion."

--Olivia Dorfman, Secretary NWSNA

Sent from my iPad