

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA
February 26, 2020
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order
- II. Approval of Minutes – 12.18.2019
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
 - A. Reminder of Commission Elections
 - B. Update: Fess Avenue
- VI. Old Business
- VII. New Business
 - A. TC-19-06, Olive Street: one-way request
- VIII. Traffic Inquiries
 - A. Pete Ellis and Longview request
- IX. Requests for future agenda items
- X. Adjournment

Next meeting – March 25, 2020

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

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**BLOOMINGTON TRAFFIC COMMISSION
MINUTES
December 18, 2019
4:30 P.M. – COUNCIL CHAMBERS**

- I. Call to Order: 4:31 pm**
Members present: Dane Crowder, Chris Etter, Larry Haywood, Shane Rasche, Sarah Ryterband, Craig Shonkwiler
Staff present: Beth Rosenbarger, Amir Farshchi
- II. Approval of Minutes –**
04.24.2019 and 06.26.2019: Motioned by Sarah Ryterband. Seconded by Larry Haywood. Vote: 4-0-2. This represents a quorum of those who had been present at those meetings.
11.20.2019: Motioned by Sarah Ryterband. Seconded by Chris Etter. Vote: 6-0-0.
- III. Public Comment:** Andrew Rusch, live at 1500 N. Walnut Street. During IU football games, there is this traffic management that is a little bit off. It took my wife two hours to get home from Papa Johns which is 2 hours south. Having a 9-month old son, it makes it difficult for us to get home.
Shane Rasche: Can you describe the traffic flow during game time.
Mr. Rusch: for whatever reason, Walnut Street was blocked off at 17th Street. That was the issue my wife had. And Kinser Pike was blocked off.
- IV. Communications from Commission -- none**
- V. Reports from Staff**
A. Meeting Calendar 2020: Beth Rosenbarger presented the 2020 calendar and requested feedback. It was determined to remove the July meeting and the December meeting from the 2020 calendar.
B. Reminder of Commission Terms and Elections: Rosenbarger reminded commission members that some terms are expiring. Please reapply if you're interested. In January, the Commission will need to elect a chair and vice-chair.
- VI. Old Business:** Sarah Ryterband asked for an update on the Olive Street request. Rosenbarger said the data is still being gathered.
- VII. New Business**
A. Fess Avenue Parking Restriction*
Staff presentation by Amir Farshchi
Questions: Sara Ryterband, was the Neighborhood Association contacted?
Was the PTO contacted: Staff: no, we reached out via letter to the properties directly along the street.

Public Comments: Patrick Dierres: I'm a resident of the street. Has the City ticketed vehicles who are parked illegally? Something has changed which caused the shoulders to wash out. People add gravel, which I know is not allowed by the City. A new house was built and they added a big pad out front. Templeton directs people down our street; school buses turn down our street. The school encourages people to park on our street. We will probably need to talk about permits because of the number of people who park on our road. Parking pads: some houses are very close to the road. Two homes don't have driveways. I think there's going to be a lot of parking issues with this change. I ask that you reconsider it. Maybe convince Templeton not to direct people down our road. There was a safe routes to school grant.

Other comments and questions from commission members: Sarah Ryterband.

Megan Murphy: to reiterate quite simply, there are multiple houses with no driveways. There are multiple houses where only one car fits in the driveway. The houses on the west side of the street, there isn't space. Because of the pull-offs that people have, there is space to park on both sides of the road. You can drive down the street most times of the day.

Motion: to table the request

Motioned by Sarah Ryterband. **Seconded by** Dane Crowder . **Vote:** 5-0-0 (Larry Haywood had to leave early)

VIII. Traffic Inquiries

A. Grimes Lane volume and speed data

Dane Crowder: requested the data. Dane Crowder discussed the request and how much people speed on the street, and how scary it is living there and having children. Concerns for people speeding and how dangerous it is.

Commission members discussed the data provided. There's an interest in doing traffic-calming on this street. Also discussed: updating the traffic-calming policy.

Sarah Ryterband: can the mobile speed sign be installed here?

IX. Requests for future agenda items – Request to review the updated Neighborhood Traffic Safety Program at a future meeting.

X. Adjournment: Sarah Ryterband: moved, Dane Crowder Seconded, Vote 5-0-0

Next meeting – January 22, 2020

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

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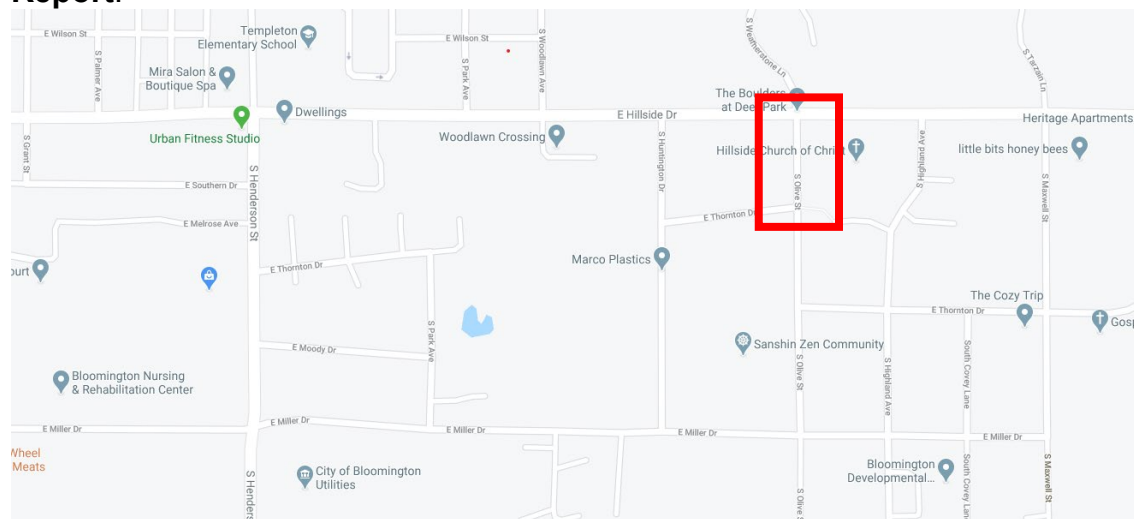
PETITIONER: Stuart Yoak

REQUEST: The petitioner is requesting that Olive Street between Hillside and Thornton be converted into one-way, northbound from a two-way street.

BACKGROUND:

Transportation Plan: Neighborhood Residential
Bicycle Facility Rec.: Neighborhood Greenway
High-Priority Network: Yes
Traffic Counts: Motor Vehicles: 98; Bicycles: 17; Pedestrians: unknown
Comprehensive Plan: Neighborhood Residential
Surrounding Streets: North – Hillside Drive; two-lanes; unseparated sidewalks
West – Thornton Drive; two-way; no sidewalks
East – Pedestrian path connection to Ridgemont Ct.
South – Miller Drive; two-lanes; unseparated sidewalks

Report:



Location of Olive Street, the block between Thornton Drive and Hillside Drive.

Olive Street is a north/south street that runs from south of Miller Drive to Hillside Drive. Most properties along the street are residential. Two-way travel is permitted on the street. There are some sidewalks along Olive, but they are not continuous.

The Transportation Plan recommends Olive Street be converted into a Neighborhood Greenway. As described in the Transportation Plan, Neighborhood Greenways are low-speed, low-volume shared roadways that create a high-comfort walking and bicycling environment.

Request and Process: The petitioner requested that one-block of Olive Street, from Thornton to Hillside, be converted into a one-way street. The petitioner has expressed concerns for safety due to the hill on this block, as well as the possibility of one vehicle meeting a pedestrian, bicyclist, or other vehicle within this block. Staff reviewed the request by conducting a line-of-sight analysis on the hill, collecting and analyzing speed and volume data, and discussing based on best practices in light of the data collected.

Staff issued a Determination that recommended maintaining Olive Street as a two-way street, and adding a hill warning sign.

Speed and volume data: South Olive St, between East Thornton and East Hillside had a traffic count conducted between December 11th through December 13th, 2019. In these three days, there was an Average Annual Daily Traffic (AADT) of 117 vehicles/day, of which an average of 19 were bicycles. On average, 72 users were traveling northbound, while 45 were southbound. Motorized vehicles had an average of 17mph, while bicycles averaged 11mph; the combined average speed was 16mph. There was no significant difference in northbound and southbound average speeds. The motorized vehicle 85th percentile was 22mph, the bicycle was 13mph, with a combined of 21mph.

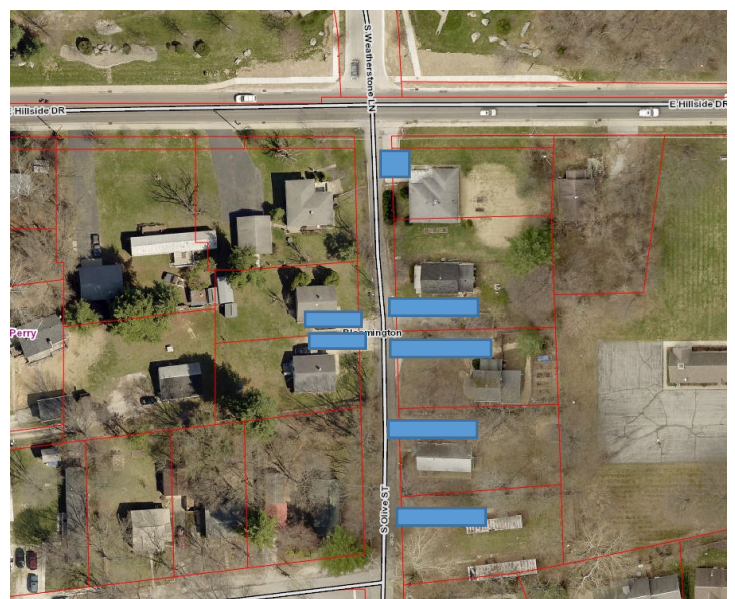
AADT	
Northbound	72
Southbound	45
Combined	117

Speed	85 th Percentile	
Motorized	17mph	22 mph
Bicycles	11mph	13 mph
Combined	16mph	21 mph

The low-speeds and low-volumes on this block affirm that the street is a good fit for a Neighborhood Greenway, and further improved connections could enhance its role as part of the bicycle and pedestrian network.

Users: Based on the small volume of motor vehicles using this block, those traveling by motor vehicle on the block are likely accessing a destination either within the block or nearby.

Perceptions of safety: As a two-way street, people driving in either direction on Olive Street must be aware of their surroundings. Drivers must proceed with caution because there is the possibility of meeting another driver, bicyclist, or pedestrian and having to back out or pull to the side where possible. Because of the possibility of this interaction, it is likely that

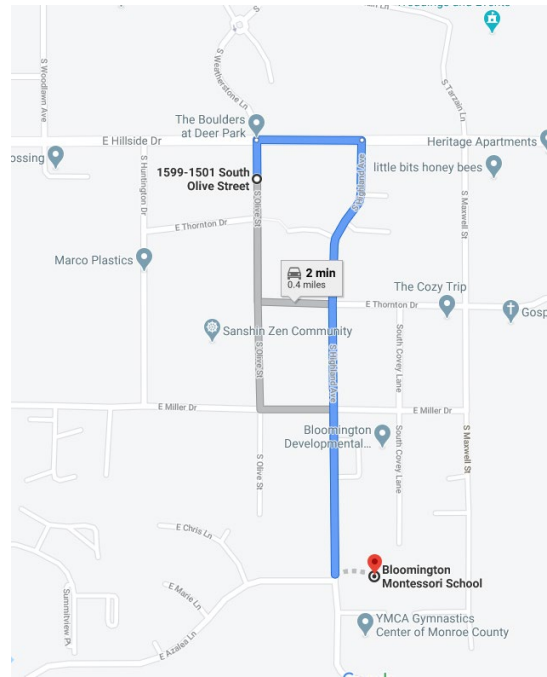


Properties along the block of Olive Street with driveway locations marked.

drivers behave more cautiously, and this is supported by the relatively low travel speeds. If the street were converted to a one-way, then drivers would be aware that they cannot legally meet another motor vehicle. This lowers a driver's perception of risk, and their behavior changes; generally with the possibility of driving less cautiously and/or at a faster speed. The request for one-way travel includes that bicycle travel can still be permitted two-way; however with the possibility of reduced awareness and caution, drivers would likely not look as vigilantly for bicyclists, and this could increase the danger for pedestrians and bicyclists traveling on the block. As a street that is designated as a Neighborhood Greenway, design that reduces overall motor vehicle speed, maintains low volumes, and improves driver awareness generally promotes a safer space. Finally, as the request is to make the street northbound, it would mean that every driver would have to exit onto Hillside Drive.

Compliance and circuitry: The change to one-way would most impact those living within the block, but also directly impact those properties in close proximity. The inconvenience of taking a longer, less direct route for very few households could result in low compliance. For all other trips such as deliveries, trash and recycling pick-up, school bus routes, etc., one-way streets can increase trip circuitry, adding time and mileage to trips.

Next steps: The request would need to be reviewed by the Bicycle and Pedestrian Safety Commission as well as the Traffic Commission.



Traveling north only to arrive at a destination to the south adds 0.2 miles to the trip.

RECOMMENDATION: The Planning and Transportation Department recommends continuing to allow two-way traffic along Olive Street and updating signage on this street to help ensure that road users are aware of the limited sight distance on the street.

Memorandum

To: Members of the Traffic Commission, City of Bloomington, Indiana

From: Stuart D. Yoak, Ph.D.

RE: Reply to the Transportation General Inquiry and Determination Report, Inquiry Number 19-06, from Staff dated January 29, 2020 concerning the request that Olive Street be designated one way.

Date: February 21, 2020

I am a resident of Bloomington and my home address is at 1626 S. Olive Street. I requested on behalf of my family and my Olive Street neighbors that the north block of Olive Street be designated as a one-way block.

As I understand the Staff Report, 19-06, recommends not making this section of Olive Street one-way for the following reasons:

1. Very few vehicles use this block.
2. Vehicles travel at low speeds.
3. If the street were one-way, bicyclists would still have conflicts.
4. If the street were northbound one-way, motor vehicles would still need to turn onto Hillside which "can be difficult."
5. That because the motor vehicle speeds are low, "People ... must be award of their surroundings" which "results in increased caution" and "reduced crash risk."

In response to Staff conclusions #1 and #2:

The number of vehicles and the low speeds does not make this a safe block for two-way traffic. Two motor vehicles traveling in opposite directions on this block however slow they may be going, still require one vehicle to either pull onto private property to let the other vehicle pass. Or worse, require one vehicle to back up over the hill so that the other vehicle may pass.

In response to Staff conclusion #3:

Yes, if this block of Olive were one-way bicyclists would still have conflicts. However, both motor vehicles and bicyclists would have fewer conflicts, the street would be safer, and the risk of serious injuries would be reduced.

In response to Staff conclusion #4:

Yes, if the street were northbound one-way, motor vehicles would still need to turn onto Hillside which "can be difficult." However, this is a moot point. This conclusion does not address the safety issue of two-way traffic on a one lane street.

In response to Staff conclusion #5:

The Staff conclusion that “People ... must be award of their surroundings” is an inference without basis in fact. Lower speeds and lower volumes may reduce crash risk, but that risk remains.

The Staff report 19-06 does not address the fact that this block of Olive street is unsafe for motor vehicles, bicyclists and pedestrians.

On behalf of my family, my Olive Street neighbors, and all those who travel on the north block of Olive Street, I humbly request an opportunity to speak at the upcoming Traffic Commission meeting on Wednesday, February 26, 2020.

Thank you.

Stuart D. Yoak, Ph.D.
1626 S. Olive Street, Bloomington, IN 47401
Phone: 314-566-9059
Email: sdyoak@iu.edu



Transportation General Inquiry and Determination

Inquiry #: 19-06

Date: 1.29.2020

Name: Stuart Yoak

Email: sdyoak@iu.edu

Phone Number: 314-566-9059

General Request:

- Stop Sign
- Traffic-calming
- On-street parking review
- Other: Make Olive Street one-way northbound for one block

Inquiry:

Location: Olive Street from Thornton Dr. to Hillside Dr.

Inquiry: (describe the concern, complaint, or request)

The request is to convert this block of Olive Street to a one-way northbound street due to the narrowness of the street and the hill.

Examination and Staff Determination:

Staff examined the inquiry by: Staff conducted a sight-line-analysis with the hill. Staff collected traffic counts and speeds on the block. Staff then reviewed the data collected, discussed with multiple staff members, and reviewed best practices.

Staff determines:

Staff recommends continuing to allow two-way traffic along Olive Street. First, as shown in the traffic counts, there are very few vehicles using this block; additionally, because of the low traffic volumes, it is highly likely that drivers will continue to drive southbound on the street regardless of signage. Second, the vehicles that do use the street proceed at low speeds. Third, making the street one-way while allowing bicycle traffic to travel two-way would still result in one of the conflicts described—when a motor vehicle is traveling northbound and a bicyclist is traveling southbound—that interaction would still occur, although likely rarely based on traffic volumes. Fourth, converting the street to one-way northbound would require all motor vehicle drivers originating in the block to travel to and turn onto Hillside, a maneuver that can be difficult at some points during the day. Finally, the complexity of the space is overall what results in lower motor vehicle speeds and likely the lower motor vehicle volumes. People choosing to drive here must be aware of their surroundings and the possibility of meeting another road user. This complexity results in increased caution, which when coupled with reduced use and reduced vehicle speeds results in reduced crash risk. Staff determines that converting the street to one-way operation would potentially result in an overall increase in crash risk. Staff does recommend updating signage on this street to help ensure that road users are aware of the limited sight distance on the street.



Volume and Speed Data:

South Olive St, between East Thornton and East Hillside had a traffic count conducted between December 11th through December 13th, 2019. In these three days, there was an Average Annual Daily Traffic (AADT) of 117 vehicles/day, of which an average of 19 were bicycles. On average, 72 users were traveling northbound, while 45 were southbound. Motorized vehicles had an average of 17mph, while bicycles averaged 11mph; the combined average speed was 16mph. There was no significant difference in northbound and southbound average speeds. The motorized vehicle 85th percentile was 22mph, the bicycle was 13mph, with a combined of 21mph.

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Staff recommends:

- No further action.
- Staff will incorporate into a general Title 15 update.
- Staff will add to a list of projects.
- Other: No change to two-way operation, update warning signs in area.

If the resident is not satisfied with the determination, you may request a review by the:
 Bicycle and Pedestrian Safety, Parking, and/ or Traffic Commission.
 Call to schedule an appointment to begin the process.

This inquiry was evaluated by:

Beth Rosenbarger, AICP
Planning Services Manager

Beth Rosenbarger