

**BLOOMINGTON TRAFFIC COMMISSION  
AGENDA**

**July 22, 2020**

**4:30 P.M. – Virtual Meeting**

Online link: <https://bloomington.zoom.us/j/92133695624>

Meeting ID: 921 3369 5624

Dial in: +1(312) 626-6799, 921 3369 5624# US (Chicago)

- I. Call to Order
- II. Approval of Minutes – 02.26.2020 (current commission members who were present at that meeting: Chris Etter, Sarah Ryterband, and Joe VanDeventer)
- III. Public Comment
- IV. Communications from Commission
- V. Reports from Staff
- VI. Old Business
- VII. New Business
  - A. TC-20-03: Title 15 Changes
- VIII. Traffic Inquiries
  - A. Pete Ellis and Longview intersection
- IX. Requests for future agenda items
- X. Adjournment

*Next meeting – August 19, 2020*

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

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

- I. Call to Order:** 4:31 pm; Present: Craig Shonkweiler, Dane Crowder, Chris Etter, Joe VanDeventer, Larry Haywood; Sarah Ryterband (4:34pm)
- II. Approval of Minutes – 12.18.2019:** Craig Shonkweiler motioned; Dane Crowder seconded; 5-0 (Ryterband was not yet present)
- III. Public Comment:** None
- IV. Communications from Commission**  
Craig Shonkweiler: mentioned the City tried to place the speed trailer on Grimes, but could not find a location where it actually fit.  
Larry Haywood: owns a rental house near Fess; it allows 5 unrelated people but only has one parking space; other comments on rental homes, number of people, and number of cars.
- V. Reports from Staff**  
**A. Reminder of Commission Elections**  
**B. Update: Fess Avenue:** Beth Rosenbarger updated the Traffic Commission about the previous meeting’s Fess Avenue discussion; the update is that it will be updated at the next Commission meeting; staff has done further analysis and might alter the request.
- VI. Old Business:** None
- VII. New Business**  
**A. TC-19-06, Olive Street: one-way request**  
Neil Kopper presented for staff; Kopper discussed feeling safe compared with actual safety. Risk and options along streets, trying to manage risk, and where it shifts, etc. Kopper reviewed the volume data, one-way compliance, northbound, bicycle traffic, crash data, etc. Staff’s recommendation is to leave the street two-way and to update a warning sign about the hill and visibility.  
Questions to staff: about the right-of-way width; about the possibility of widening; about the location of a curb; about the instances when vehicles meet; about who has the right-of-way  
Resident Stuart Yoak presented as the petitioner making the request including images of Olive Street. Mr. Yoak discussed and displayed images of the narrowness of the street; the view from the hill;  
Questions: Ms. Ryterband—are there driveways? What would it take for the street to be closed to motor vehicles?

Mr. Kopper: there are challenges to making a dead-end street. Staff did discuss this but did not recommend at this time due to challenges that dead-ends create.

Further discussion about turning traffic from Hillside, widening options; hill warning sign; narrowing intersections;

**Motion:** To make the block of Olive Street one-way (Dane Crowder); seconded by Larry Haywood. Vote: 2-4; motion failed.

**Motion:** To accept the recommendation of staff for signage and moving rapidly forward with Greenway standards to install the Neighborhood Greenway and improve visibility (Sarah Ryterband); seconded by Dane Crowder. Vote: 4-2; motion failed.

Staff will circle back next meeting to update on procedures since both motions failed.

**VIII. Traffic Inquiries**

**A. Pete Ellis and Longview request:** will be discussed at next meeting.

**IX. Requests for future agenda items:** None discussed.

**X. Adjournment:** 5:33pm

*Next meeting – March 25, 2020*

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

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**TRAFFIC COMMISSION**

Case #: TC 20-03

**STAFF REPORT**Date: July 7, 2020

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**FROM:** Barbara E. McKinney, Assistant City Attorney; Michelle Wahl, Parking Services Director; Raye Ann Cox, Parking Enforcement Manager; Beth Rosenbarger, Planning Services Manager; SeyedAmir Kaboli Farshchi, Long Range Planner

**REQUEST:** Numerous amendments to Title 15

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**REPORT**

Barbara McKinney has been working with representatives of the Planning and Transportation Department and Parking to come up with a number of recommendations for changes to Title 15, the vehicle and traffic section of the Bloomington Municipal Code. (Link to the current Title 15 of the Bloomington Municipal Code:

[https://library.municode.com/in/bloomington/codes/code\\_of\\_ordinances?nodeId=TIT15VETR](https://library.municode.com/in/bloomington/codes/code_of_ordinances?nodeId=TIT15VETR))

The purpose of these recommendations is to address issues that have come to staff attention and/or to formally implement a number of 180-day orders. I will address each issue in turn. After commission consideration, this request for changes to Title 15 will be forwarded to the Common Council for their consideration.

**--New restriction on parking in parking spaces designated for electric vehicles (Michelle Wahl)**

The City has designated some garage parking spaces as reserved for electric vehicles (EVs). People are able to charge their electric vehicles while parking them in these spaces and only EVs should be able to park there to take advantage of this. There is currently no penalty for people who park non-electric vehicles in these spaces, and the city requests to add a penalty of \$50, Class H Traffic Violation. To accomplish this, staff would like to add the following language to the Bloomington Municipal Code:

15.40.19 Garage parking spaces reserved for electric vehicles

(a) An electric vehicle is a vehicle propelled by an electric motor (or motors) powered by rechargeable battery packs.

(b) Any parking space designated for an electric vehicle may be used only by an electric vehicle that is charging in that parking space.

(c) Any violation of this chapter is a Class H Traffic Violation and subject to the penalty listed in Section 15.64.010(i).

**--Parking restrictions for motorcycles and mopeds** (Michelle Wahl and Raye Ann Cox); *A memorandum regarding this case was presented to the Parking Commission on 10/24/19 by RayeAnn Cox, Parking Enforcement Manager. The memorandum was part of the Discussions of Topics Not the Subject of Resolutions of the Parking Commission packet.*

Staff would like to prohibit motorcycles and mopeds from parking in racks intended only for bicycle use. When people park motorcycles or mopeds at bike racks, they take away space intended for bicyclists, and they may cause damage to facilities not built for the heavier vehicles. Staff also would like to prohibit motorcycles and mopeds from parking in garage parking spots intended for cars. When people park motorcycles or mopeds in parking spaces intended for automobiles, they are under-utilizing larger parking spaces intended for cars. To accomplish these changes, staff is recommending that the following new section be added to the Bloomington Municipal Code:

15.32.186 Motorcycle parking restrictions

(a) For purposes of this section, the term “Class II bicycle parking facility” shall mean a short-term parking facility intended for relatively short durations, as defined by BMC 20.07.010.

(b) For purposes of this section, “motorcycle” shall mean a motor vehicle with motive power that has a seat or saddle for the use of the rider, is designed to travel on not more than three wheels in contact with the ground, and satisfies the operational and equipment specifications described in 49 CFR 571 and IC 9-19, as defined by I.C. 9-21-10-7.

(c) No person shall park a motorcycle or a moped on a Class II bicycle parking facility.

(d) No person shall park a motorcycle or moped in City-owned public parking garages in any parking space not designated and signed as being reserved for motorcycles or mopeds.

(e) Any person who parks a motorcycle or moped in violation of this section commits a Class D Traffic Violation and is subject to the penalty listed in Section 15.64. Staff wants to add a penalty of \$30, escalating fine.

**--New pay by phone zone** (Michelle Wahl), *Resolution 19-03 regarding this case was presented to the Parking Commission on 10/24/19 by Michelle Wahl, Parking Service Director and the resolution was passed 5-0*

Staff would like to add a new pay by phone zone on North Walnut Grove Street from E. 10th Street to E. Cottage Grove Avenue; and on E. Cottage Grove Avenue from N. Walnut Grove Street to N. Woodlawn Avenue. Both of these sites would be added to Schedule U of BMC 15.40.10.

**--New “no parking” zones**

Staff is recommending adding a number of new no parking zones to address changes in circumstances. For example, as the City began to implement the new neighborhood parking permit zone, Zone 6, in August of 2019, it became apparent that many streets in this area cannot support parking on both sides of the street. Planning and Transportation issued the 180-day order

19-03 in August, 2019, prohibiting parking in the following areas at any time: the west side of N. Washington Street from E. 14th St. to E. 16 St.; the west side of N. Grant from E. 15th St. to E. 16th St.; the east side of N. Grant from E. 16th to E. 17th St.; and the north side of E. 13 St. from N. Dunn to N. Indiana. Staff is recommending that all of these spaces be added to Schedule M of BMC 15.32.080, No Parking Zones. Resolution 19-02 regarding the Zone 6 parking permits was presented to the Parking Commission on 9/26/19 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 4-0.

Staff is also recommending additional no parking zones: on both sides of Grant Street from 18th to 19th streets, on the south side of West Howe from S. Patterson to South Ronson (based on the 180-day order 19-05), on the north side of W. Smith from Jackson to Rogers and from Jackson to 222 feet west; on the east side of Washington from 19th St. to 20th St., on the north side of 15th St. from Indiana to the gravel drive 180 feet west of Indiana (based on the 180-day order 19-01), on both sides of 18th St. from Grant to Lincoln Streets and on North Walnut under the bridge.

Staff is recommending no parking zones, via signage, based on the 180-day order 19-02: on the west side of N Rogers Street between W 10th Street and W 11th Street. Limited 2 hour parking will be allowed, via signage, on the east side of N Rogers Street between W 10th Street and W 11th Street.

Staff is recommending permit parking be allowed (not prohibited), via signage, based on the 180-day order 19-06: on E 13th St (N Fess Ave to N Woodlawn Ave) north side of street.

Staff is recommending reconfiguring the existing on-street parking on South Fess Avenue between E. Brenda Lane and E. Grimes Lane by adding no parking zones on the east side of Fess Avenue from E. Brenda Lane to 60' north of E. Brenda Lane. *(Resolution TC-20-02 regarding South Fess Avenue parking restriction was presented to the Traffic Commission on 6/24/20 by SeyedAmir Kaboli Farshchi, Long Range Planner and the resolution was passed 5-1)*

Staff is recommending reconfiguring the existing on-street parking along Woodlawn Avenue (E. University St. to E. 2nd St.) by adding no parking zones on the west side of the street and allowing parking on the east side of the street. (a map is included in the November 2019 Parking Commission packet). *(Resolution 19-05 regarding the Woodlawn Avenue parking restrictions was presented to the Parking Commission on 11/21/19 by Karina Pazos, Engineering Technician and the resolution was passed 4-0. The same resolution regarding the Woodlawn Avenue parking restrictions was presented to the Traffic Commission on 11/20/19 by Karina Pazos, Engineering Technician and the resolution was passed 5-0)*

Staff is recommending that these spaces also be added to Schedule M of BMC 15.32.080, No Parking Zones.

### **--New loading zones**

Staff recommends that several new loading zones be added to 15.32.100, Schedule O, Loading Zone. Each of these new loading zone spaces will be for a maximum of thirty minutes, as specified in code. The new loading zones will be on the following locations:

- ❑ The east side of the 600 block of North Madison Street, at the southernmost parking space;
- ❑ At the entrance to IU's outdoor pool on Fee Lane, just north of the intersection of 17th Street and Fee Lane;
- ❑ On the east side of N Kinser Pike, near the Kinser Pike and Gourley Pike intersection. This loading zone was proposed with the new development;
- ❑ At 13<sup>th</sup> and Fess, and at 13th and Park (these two loading zone spaces will be removed from the Neighborhood Permit Zone). (*Resolution 19-01 regarding the 13th St. and Fess Ave.; 13th St. and Park Ave. case was presented to the Parking Commission on 9/26/19 by Amanda Turnipseed, Director of the Indiana University Office of Parking Operations and the resolution was passed 4-0*)

**--New name for Trades Street** (Barbara McKinney)

During renovation of the Mill, the City used the name Trades Street as a temporary placeholder, which was approved in Ord. 18-26, until a new name could be agreed upon. In December 2018, the City decided to rename the street Maker Way. To formally implement this new street name, staff is recommending that all references to "Trades Street" or "Trades St." in the Bloomington Municipal Code be changed to "Maker Way." These references to Trades Street or Trade St. are in Section 15.12.010, Stop Intersections, Schedule A; Section 15.24.020, Increased or decreased speed limits, Schedule 1; and 15.40.010, Locations, on-street parking metered parking, Schedule U.

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**Staff Recommendation:** Changes to Title 15 require the approval of the Common Council. The Traffic Commission is asked to review the changes as an advisory commission. Staff requests and recommends the Traffic Commission support the changes included in this report.