

REGULAR MEETING

THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, INDIANA, met in the Council Chambers in the Municipal Building on Thursday, December 3, 1964, at the hour of seven thirty o'clock (7:30 P.M.) E.S.T. in regular session with Mayor John H. Hooker, Jr. presiding.

Meeting called to order by Mayor John H. Hooker, Jr.

A roll call of the Councilmen was taken by the Clerk-Treasurer.

Members Present: Councilmen - C. Day, H. Day, Faris, Fee, Derge, Johnson & Moulden

Also Present: Mayor - John H. Hooker, Jr.
City Attorney - James Cotner
City Engineer - Raymond Long

Meeting opened with invocation by Rev. Douglas Rae.

Councilman Faris moved, seconded by Councilman Moulden, that minutes of the previous Council Meeting, November 19, 1964, be approved as published and distributed. Motion carried unanimously.

Councilman Fee moved, seconded by Councilman Faris, that proposed Appropriation Ordinance 64-4 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Appropriation Ordinance 64-4 by title only.

Councilman Fee moved, seconded by Councilman Faris, that proposed Appropriation Ordinance 64-4 be enacted. Upon a roll call vote the motion was carried unanimously.

Councilman Faris moved, seconded by Councilman Fee, that proposed Ordinance 64-25 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Ordinance 64-25 by title only.

Councilman Faris asked Assistant Engineer Clark to explain this proposed ordinance.

Mr. Clark explained that this proposed ordinance concerned land along the south side of 17th Street between Jackson and Madison Street, the reason for the change being that an Oil Company has an option for a service station on the corner of Madison and 17th Street.

Councilman Faris moved, seconded by Councilman Fee, that proposed Ordinance 64-25 be adopted. Upon a roll call vote the motion was carried unanimously.

Councilman Faris moved, seconded by Councilman Moulden, that proposed Ordinance 64-26 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Ordinance 64-26 by title only.

Councilman Johnson moved, seconded by Councilman H. Day, that Mr. Clark explain this proposed ordinance.

Mr. Clark explained that proposed Ordinance 64-26 concerned the rear Lot # 6 in Allen's Addition located at the first alley intersection north of Second Street between Washington and Lincoln Streets, for the purpose of being used as a private ice making plant by Mr. Doran May for his place of business.

Councilman Fee moved, seconded by Councilman Johnson, that proposed Ordinance 64-26 be adopted. Upon a roll call vote the motion was carried unanimously.

Councilman Fee moved, seconded by Councilman Faris, that proposed Ordinance 64-27 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Ordinance 64-27 by title only.

Councilman Faris asked Mr. Clark to give a definition of this ordinance.

Mr. Clark explained that the purpose of this is to change Lots numbered 1 and 2 in Dunn's Addition from their present B-1 Limited Business Zone classification to a B-2 Downtown Business Zone, the reason being that Bryan Real Estate proposed to build an office building with apartments above.

Councilman Johnson moved, seconded by Councilman Moulden, that proposed Ordinance 64-27 be adopted. Upon a roll call vote motion was carried unanimously.

Mayor Hooker explained that proposed Ordinance 64-28 before the Council this evening was for voluntary annexation for the territory located on North College Avenue.

Councilman Fee moved, seconded by Councilman Johnson, that proposed Ordinance 64-28 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Ordinance 64-28 by title only.

Councilman Fee moved, seconded by Councilman H. Day, that proposed Ordinance 64-28 be adopted. Upon a roll call vote motion was carried unanimously.

Mayor Hooker made the following announcement concerning the involuntary annexation ordinance 64-29. The Mayor stated that as the people of Bloomington well know, the City of Bloomington for the past ten years has been unsuccessful in its annexation, and it was the desire of this Administration to work out a successful annexation pattern and suggested that we form a Mayor's Advisory Committee made up of individuals from all walks of life to study this involuntary annexation ordinance.

The Mayor read the following report concerning the Mayor's Advisory Committee.

MAYOR'S ADVISORY COMMITTEE ON ANNEXATION

A. PURPOSE

- I. To initiate an active, constructive, balanced program of annexation.
- II. To obtain the cooperation and understanding of the citizens involved.
- III. To advise the Common Council as to Bloomington's future corporation as to size and shape.

B. THE ADVISORY COMMITTEE WOULD BE COMPOSED OF -

- I. The over-all planning group with representatives from the following:
 - a. Members of the opposition. (The plaintiffs in the present annexation court case.)
 - b. Members of major businesses and industries.
 - c. Other important groups, such as: League of Women Voters, Chamber of Commerce, Bloomington Federation of Labor, professional groups, institutions, banks, etc.
 - d. Representatives of the public unattached to any other interest.
- II. Sub-committees and special task forces to survey and analyze neighborhood area factors and to hold special public hearings. Assignments would be made through service clubs, Metropolitan Youth Council, social sororities, etc.

C. GENERAL AND SPECIAL ASSIGNMENTS

- I. To review the past annexation programs as presented by professional planners, former city administrations and private parties and to determine the future, general growth and direction of the Bloomington corporation.
- II. To prepare a balance sheet as to what might be termed as a profit or loss of the City of Bloomington in the proposed annexation area as to a comparison of the cost of the following and time table.
 - a. Fire protection and fire insurance rates
 - b. Police protection
 - c. Parks and Recreation
 - d. Streets and street lights
 - e. Current population and mileage versus the proposed annexation area
 - f. Projection of the increase of the Motor Vehicle Fund distribution
 - g. Garbage collection
 - h. Storm drainage
 - i. General utilities
- III. To consider the reasons that have been given by individuals and special groups for their opposition to the past annexation programs of the City of Bloomington and to determine whether there are answers and solutions.

D. TIME SCHEDULE

- I. The report is to be submitted by March 15, 1965. Again, the general purpose of establishing this advisory committee on annexation is to develop a higher level of cooperation between the people of Bloomington community and the city government and, also, to inform the general public and the small and the large individual taxpayers completely and factually as to the effect of annexation.

Councilman H. Day stated that he wanted to express his personal appreciation of this action, and he felt that this was a step in the right direction, and he felt that the action on the proposed Ordinance 64-29 should be tabled indefinitely.

Councilman H. Day moved, seconded by Councilman Faris, that proposed Ordinance 64-29 be tabled indefinitely and the City Attorney be instructed to defer action of this case currently in the Circuit Court of Monroe County.

Councilman Derge gave the following three points.

1. The current implications of the Mayor's proposal is that the present plan now before the Court is in my opinion inadequate and an inequitable plan and in his proposal for further study this would place the present plan in a better position.

2. This also implicates that there can be a more reasonable and intelligent community growth which is more favorable as opposed and constituted by force.

3. This is a bright opportunity for participation by all interested citizens in the community.

After discussion, the motion to table proposed annexation Ordinance 64-29, was carried unanimously.

Mayor Hooker invited any citizen that has any ideas in regard to this annexation proposal to contact him at his office or any member of the Council or the City Attorney to express their views.

Councilman Faris moved, seconded by Councilman Moulden, that proposed Ordinance 64-24 be advanced to second reading and read by title only. Motion carried unanimously.

Clerk-Treasurer read proposed Ordinance 64-24 by title only.

Mayor Hooker explained that this was on the traffic on Third and Atwater and also on Dunn and Indiana.

Councilman Fee asked that the Mayor outline the ordinance and open the meeting for comments from the audience.

Mayor Hooker explained that this involves the changing of the traffic program established as a 90 day experimental program which expires on December 9, 1964. This might tend to lessen the vehicle load and it might provide a favorable means for the volume of traffic on our streets and to provide a greater protection to the pedestrians in this area. This area is on the south and the west perimeter of the University. We realize, there are many weakness and deficiencies and if this ordinance is enacted, we will attempt to correct these things.

The following persons spoke in opposition to making the permanent change in the traffic pattern because of the heavy traffic on a narrow street, the danger to the pedestrians, the noise in a quiet neighborhood, the fumes from the cars, the dust caused by the increased traffic and they felt the street on Atwater Avenue was in no shape to handle the heavy traffic.

Dr. Ernest M. Linton ----- 1400 Atwater Avenue
 Mrs. Robert Burke ----- 401 So. Swain Avenue
 Mr. Hillard Trubitt ----- 1119 Longview Drive
 Mr. William Cagle ----- 2401 E. Third Street
 Mr. James Osterburg ----- 830 South Maxwell
 Mrs. Moskos - who felt that if we had a few more buses out
 Third Street that this would reduce the
 flow of traffic.
 Mr. & Mrs. David Brewer - East Third Street.

Rev. Douglas Rae read the following proposal that he had prepared.

THIRD STREET

1. The thought patterns concerning the growth and development of Bloomington have changed in the last five years. We may no longer enjoy the luxury of thinking as a small town. We must think as a city has to think.
2. Bloomington as a city is the equivalent of a multibillion dollar building. It has been under construction for about 150 years.
3. We can, however, establish and begin to construct the two basic cross-city arteries--east and west, north and south. Every city seems to develop a Meridian Street - a Broadway - a Fifth Avenue - a Washington Street - a Pennsylvania Avenue.
4. Third Street from Knight Ridge Road to Westinghouse, Otis, and Franklin plants is 6½ miles.
5. Such an 80 ft. wide artery would make the necessary connection between the Eastland Shopping area, the Downtown and Westgate. This should increase activity in all three areas.
6. Such a boulevard east and west would provide two-way thru traffic for all emergencies--Civil Defense evacuation, fire department runs, ambulance and hospital emergency services and all police emergencies. It would also be wide enough to compensate for left turn lanes.
7. It would connect residential areas with factory, university, city and business office employment. With the widening of Fifth Street we have demonstrated what can be accomplished with a wide, well lighted street. This proposal would give us 6½ miles more of such service.
8. An 80 ft. Third Street would provide a fine parkway and offer the best campus-long view of Indiana University and at the same time provide maximum access to the university activities. Other large

universities have such major streets alongside and even bisecting the campus--Iowa, Michigan, Michigan State, Northwestern, Yale, Harvard.

9. It would not be a temporary answer to our east-west traffic as would the revamping of Atwater or Second or Grimes Lane.
10. Along such an improved road would be the post office, the City Hall, the campus, the railroad station, two cemeteries, churches, schools, banks.
11. Four months ago the Bloomington city administration tagged Third Street for a main east-west axis by widening and paving the section from High Street to the By-Pass. This makes a fine beginning (- $\frac{1}{2}$ mile).
12. The cost of completing the 6 $\frac{1}{2}$ miles will be expensive. At present it will run X million dollars; five years from now when we will need it more than we do now, it will cost XXX millions.
13. The financial obstacles, the real estate hurdles, the psychological and social barriers are many but none is insurmountable.
14. The immediate question is not how can it be done or financed, etc., but is this the answer, the non patch-work answer to the east-west axis. If it is then the sooner we get to work the better. If it is worthwhile, the ways and means to do it can be found.
15. This project is as important to the life and beauty and usefulness of our city as a lake or a By-Pass and deserves the same bi-partisan know-how and cooperation.
16. It may be of interest to note that the State Highway Department has already agreed to construct the 1 $\frac{1}{2}$ miles section of 4 lanes from the By-Pass to Knight Ridge Road. This means that with its cooperation two miles of the 6 $\frac{1}{2}$ will be finished except for lighting. This opens up possibilities of State and Federal assistance. It might also be possible to create a Street Authority (bi-partisan) just as we have a Housing Authority and other cities have Sewer Authorities and Port Authorities and Bridge Authorities. This is a great bridge from one end of our city to the other and it needs imaginative, courageous leadership.

Mayor Hooker stated at this time it would be our proposal that if this would be enacted (this proposed ordinance) there would be a widening of Atwater. I do not have any intentions at this time of widening any area except the area between Woodlawn and Highland Avenue on the north side. We would not have to acquire any property or condemn any land, we would merely have to get rid of a tree plot in this area. He further stated if we did this, we would put up larger signs and improve streets and it would not cost as much as making a highway. The cost would run between \$5,000 and \$10,000.

The Mayor explained that as most people know, we have X number of dollars to work with and we are working with the problem that we have on hand at this time - we are trying to make it as liveable and workable as possible with the amount of money we have to work with.

He went further to explain that we would add at Third and Dunn Street an electric traffic signal doing away with the congestion in this area at this time. He stated that if this were to become a permanent thing we would work in conjunction with the University.

Mayor Hooker asked Police Chief, James East, to give a report on the 90 day statistics.

Chief East explained that the accidents on Third Street for the same three months period of 1963 was 16 and in 1964 there were 16 accidents. He explained that more accidents occurred at the place where they least expected and that was at the intersection of Sixth and Dunn. He explained that they had set up another set of signs and

put them out in the line next to the curb and since putting up the additional signs they have had no reported accidents. He stated that Col. Thrasher had the figures on the traffic counters which he would be happy to supply to the Council.

Col. Thrasher gave the following breakdown.

Indiana and Dunn Streets -

Indiana -- 4 accidents in 1963
4 accidents in 1964

Dunn ----- 0 accidents in 1963
29 accidents in 1964

Entire 5 blocks of East Third -- 0 accidents in 1963
1 accident in 1964

Entire 5 blocks on East Tenth -- 1 accident in 1963
0 accidents in 1964

He stated that we had eight counters out for a two day period from about noon on November 23rd to about noon or two o'clock on November 25th.

100 Block of Dunn between 4th & 5th Street
4,755 cars in 24 hours
537 cars in 1 hour between 5-6 P.M. (Peak hour)

600 Block of Atwater Avenue
5,586 cars in 24 hours
569 cars in 1 hour between 5-6 P.M. (Peak hour)

1400 Block of Atwater Avenue
5,274 cars in 24 hours
622 cars in one hour between 5-6 P.M. (Peak hour)

300 Block South Mitchell
4,557 cars in 24 hours
502 cars in one hour between 4-5 P.M. (Peak hour)

600 Block East Third Street
11,097 cars in 24 hours
1,000 cars in 1 hour between 4-5 P.M. (Peak hour)

200 Block South Indiana
6,992 cars in 24 hours
647 cars in 1 hour between 4-5 P.M. (Peak hour)

200 Block North Indiana
8,492 cars in 24 hours
728 cars in 1 hour between 4-5 P.M. (Peak hour)

100 Block South Dunn
4,755 cars in 24 hours
537 cars in 1 hour between 5-6 P.M. (Peak hour)

The following people spoke in favor of making the one-way traffic experiment a permanent thing because they felt it was much easier and much faster to travel the streets as they are now and also they felt that it was much easier to get out onto Third Street from the side streets and places of business located on East Third Street.

Mr. Claude Bartlett - Mr. Tom Kinser - Mr. George Bloom -
Mr. John Seeber - 520 East Second Street
Mr. Bhgio Presti - Matlock Heights - Employee of
Sarkes Tarzian, Inc.

Mr. William Spannuth - Director of Safety at I.U.
Mr. Charles Nicholson - Broadview Addition - works at the
Standard Service Station on the
corner of East Third and College
Avenue.

Councilman Fee asked Street Commissioner Sargent if he knew what the base of the surface under Atwater Avenue between Highland and Fess was, and also, what the cost to repave the street after widening it would be.

Street Commissioner Sargent explained that he had no way of knowing what was under the surface of the street because he did not lay the pavement and also he stated that he had not been asked to make a survey of what the cost of repaving would be and he would be unable to make a statement at this time.

Mayor Hooker recognized two letters received in connection with the proposed one-way traffic, one from Mr. & Mrs. Richard E. Pell, 409 South Swain speaking in opposition, and also a letter from Mrs. Alice Duncan, with a few suggested modifications to the proposed ordinance.

It was reported by Councilman Johnson, that Mr. Jack Hardin, Manager of the Fashion Fair, who 90 days ago was against this plan because he was afraid it would interfere with business, was now in favor of the proposed change.

Mayor Hooker pointed out that Mr. Paul Hedrick, owner of the D-X Service Station at the corner of East Third Street & Jordan Avenue, had indicated that he was in favor of the continuation of the plan.

After a lengthy discussion between the Council Members and people in the audience,

Councilman Faris moved, seconded by Councilman Derge, that proposed Ordinance 64-24 be adopted. A roll call vote was taken.

H. Day	----	Aye
C. Day	----	Aye
Faris	-----	Aye
Fee	-----	Nay
Derge	-----	Aye
Johnson	---	Aye
Moulden	---	Aye

Motion carried 6 to 1 in favor of the adoption of proposed Ordinance 64-24.

Councilman H. Day asked Councilman Faris what the feeling of the Bloomington Traffic Commission was in regard to this proposed plan.

Councilman Faris explained that it would not have been presented in the form of an ordinance if the Bloomington Traffic Commission had not approved it. This was the unanimous feeling of the Traffic Commission.

Councilman H. Day speaking for himself and the Council, expressed the feeling that they realize the inconveniences that have been experienced and will be experienced by our friends on Atwater Avenue, but this was for the best of the entire community.

Mr. Leroy Baker spoke on behalf of his client, Plez Lewis & Son, of Indiana, Inc., who are building the Poplar Dormitory located on North Grant Street. He stated that they had discovered that they had extended over city property and wanted to have a report from the Council as to what their intentions might be in vacating this portion of city property which they have already extended or what other solution they might have.

City Attorney Cotner explained that after talking with him and making the Council aware of the situation he felt they could work something out. He stated that you have asked for the vacation of this land which we would understand that the title of this land would be turned over to the people putting up the building and perhaps after discussing this we could come up with something less than an absolute vacation, like a lease or perhaps an easement.

Councilman Johnson moved, seconded by Councilman H. Day, that the City Attorney be instructed to meet with Mr. Leroy Baker in regard to Poplars Dormitory on North Grant Street to work out some type of proposal and recommendation to be presented to the Common Council no later than the 17th day of December, 1964. Motion carried unanimously.

Mrs. Wesley R. Hurt, 120 Concord Road, expressed the feeling that the Council was very eager to help a big firm like the one putting up the new dormitory, but was less concerned with the small taxpayer.

Both Mayor Hooker and Councilman H. Day, stated that this was not the intention of the Council at all, we are just as interested and concerned about the small taxpayer as we are with the larger firm and this was a very difficult thing to do when you had very dear and close friends living along Atwater Avenue, but we have to consider the whole community rather than just a few.

Monthly activity reports for the month of November were received from the following City Departments:

Police - Health - Fire - Engineering - Water - Rosehill -
Sanitation - Griffey Plant - Redevelopment.

Councilman Fee asked about the \$15.00 item to the Indiana Sports-writers & Broadcasters Association under the City Administration.

Mayor Hooker explained that this was annual dues, and that the Association sponsored the luncheon for the All-Star High School Football Team and since Bloomington was the host it was our responsibility to pay for this.

Councilman Moulden moved, seconded by Councilman C. Day, that claims presented for payment on December 4, 1964, be allowed. Motion carried unanimously.


No further business to come before the Common Council, Councilman Johnson moved the meeting be adjourned.

Meeting adjourned at the hour of ten thirty o'clock (10:30 P.M.).



Presiding Officer

ATTEST:



Clerk-Treasurer