

REGULAR MEETING

July 16, 1957

THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, INDIANA, met in the Council Chambers in City Hall, on Tuesday, July 16, 1957, at the hour of seven-thirty o'clock (7:30 P.M. D.S.T.) in regular session with Mayor Thos. L. Lemon presiding.

Members present: Simpson, Sikes, Miller, Van Meter, Cook, Chitwood, and Griffith.

Members absent: None.

The meeting was opened with a prayer by Reverend Robert Huber of the First Christian Church.

Councilman Sikes moved, seconded by Councilman Chitwood that the minutes be approved as presented to the Common Council; motion unanimously carried.

Councilman Sikes presented Resolution No. 7, 1957 of the Plan Commission. Councilman Sikes then introduced an Ordinance pertinent to rezoning certain areas for first reading by the Clerk-Treasurer. After first reading by the Clerk-Treasurer Councilman Miller moved, seconded by Councilman Simpson that ordinance pertinent to rezoning of certain areas be advanced to second reading by title only. Upon a roll call vote the motion carried.

Councilman Miller moved, seconded by Councilman Simpson that Ordinance No. 16, 1957, be duly adopted. Upon a roll call vote Ordinance No. 16, 1957 was duly adopted.

The Clerk-Treasurer read the following petition from the Bloomington Boys' Club, Inc.:

July 16, 1957

City Council,
City of Bloomington, Indiana.

Gentlemen:

The Boys' Club of Bloomington, Inc., by this letter and at the direction of its Board of Directors, hereby formally requests your approval of the following proposal:

That you lease the following described property to the Boys' Club of Bloomington, Inc., for a period of 25 years for the purpose of erection by the Boys' Club of a permanent type building to be used by said Club for its activities: Lot numbered 9 and approximately 1/2th of the North Part of Lot number 10 in the McCullough Addition to the City of Bloomington.

That the monetary rental provided in said lease be nominal but that as a part of the consideration for the lease a provision be included therein which will cause title to the building to vest in the lessor upon expiration of the lease.

That if possible the lease contain an option on the part of the lessee for renewal for an additional 15 years upon giving one years notice in writing prior to expiration of the lease. We want it clearly understood that this request for the inclusion of an option is not a condition of this entire proposal, i.e., if you do not approve the option, a one term, 25 year lease without an option is still desired by the Boys' Club of Bloomington, Inc..

In the six months that the Boys' Club has been in operation, the enrollment has increased over 300%. Careful study reveals that there are 2,000 boys (ages 9-15) in this community who should be served by the Boys' Club of Bloomington. A full-time program is scheduled to start this coming January and this combined with the Club's membership in the United Fund makes it essential that we start immediately with the construction of a permanent building.

The National Program of the Boys' Clubs is vitally concerned with the social, educational, vocational, character development and guidance of the Boys of America through experienced college trained personnel.

Our local Club is fortunate in having as its Managing Director, Mr. James Carlile, who is now completing his work in this and related fields at Indiana University.

Very truly yours,
Boys' Club of Bloomington, Inc.
By: S/ Howard A. Young
Howard A. Young, President of Board

Councilman Sikes moved, seconded by Councilman Simpson that the Board of Works be authorized to enter into contract lease with the Boys' Club of Bloomington on terms acceptable to the City and to the Boys' Club as indicated in the petition dated July 16, 1957, motion unanimously carried.

The following petition was received from Indiana University:

July 10, 1957

Honorable Thomas L. Lemon, Mayor
City of Bloomington
Bloomington, Indiana

Dear Mayor Lemon:

The Staff Council, representing the non-academic employees of Indiana University, desires to sponsor a Community Fun Frolic on the I.U. Campus, September 11th through 14th. The purpose of this event will be to raise money to establish a scholarship fund for children of non-academic employees of Indiana University.

The Gooding Amusement Company of Columbus, Ohio will operate a series of rides and the Staff Council will complement the rides with a small number of concession stands. The University Administration supports this activity to the extent of granting permission for it to be held on the University Parade Grounds at the corner of Ninth and Woodlawn. We hope the event will become an annual affair.

It is our understanding that certain licenses and permits are necessary and that the charges for same are rather high. Therefore, we wish to petition, through you, that the Common Council of the City of Bloomington grant us exemption from such charges, or that we be permitted to pay a more nominal charge.

We believe that you can see the value of our endeavor in that, if one child who might otherwise have to discontinue his schooling is aided and encouraged to go on to obtain a higher education, the City of Bloomington will be a better place to live and all of us will have a certain pride of accomplishment.

I will be very glad to appear personally before the Council to discuss this matter if it is deemed necessary or advisable.

With sincere appreciation for all cooperation you and other city officials have shown in matters concerning the University and its large family, we hope we will be granted this privilege.

Respectfully requested,

S/ Maynard E. Collier
Maynard E. Collier, Chairman
I.U. Staff Council
Scholarship Committee

MEC:n

Councilman Cook moved, seconded by Councilman Van Meter that the above petition of Indiana University be referred to the Committee on Rules, Ordinances, and Printing and report back to Council at the next meeting, motion unanimously carried.

The following Traffic Commission recommendations of July 9, 1957 and survey of June 5, 1957 were read by the Clerk-Treasurer:

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TO THE MAYOR AND COMMON COUNCIL OF BLOOMINGTON, INDIANA:

At the meeting of the Bloomington Traffic Commission on July 9, 1957 the following recommendations were adopted and submitted to you for consideration and action:

1. A recommendation that the traffic schedule be amended to include a 2 hour time limit parking zone to be in effect from 7 A.M. to 3 P.M. on Sundays only, on the south side of Seventh Street from Indiana to the east side of Fess, and on the west side of Fess between Seventh and Eighth.

Enforcement is to be through the cooperation of the Pastor of the Lutheran Church at Seventh and Fess who will notify the police and sign affidavits. They further agree to support the city in a request to the Dean of Students at Indiana University to checklist students receiving violation notices and failing to pay for these violation notices. This will obviate the need of towing in student cars to bring about compliance in most instances.

2. Necessary steps are recommended by the city administration, the Council and the Monon Railroad to bring about the following recommendations of a committee making a study of the Monon Railroad crossing on Adams Street. (See copy of full report of the Committee on page 4.)

3. For the information of the Council and no official action it was recommended that the city remove all unauthorized signs located on city street right of way indicating play areas on city streets. This is not to include school playground and park area signs which are authorized. It was the unanimous opinion of the Commission members that the above signs tend to encourage the use of the public streets as a play area and a feeling of preference over vehicular movement. This was considered improper conditioning for a child and will result in development of improper attitudes on the proper use of street areas when these children become older. It was further recommended that the police department make a personal contact with the parents in the affected areas and explain the possible effects and dangers which may result from the use of the streets as a play area and that the primary purpose, intent and function of city streets is for vehicular movement.

4. The following recommendations are made with regard to the area south of Maxwell and east of Woodlawn:

- a. Maxwell Lane be made preferential over Manor, with a stop sign on Manor requiring vehicles to stop before crossing Maxwell.
- b. Maxwell Lane be made preferential over Hawthorne, with stop signs placed on Hawthorne, requiring vehicles on this street to stop before crossing Maxwell.
- c. Maxwell be made preferential over traffic approaching from the south on Sheridan, erecting a stop sign on the Southeast corner of this intersection and requiring north bound traffic to stop.
- d. Maxwell Lane be made preferential over East Side Drive and erect stop signs on East Side Drive and require this traffic to stop.
- e. Yield right of way sign to be erected at East Side Drive and Southdowns, requiring traffic on East Side Drive approaching the intersection from the north to yield right of way to traffic on Southdowns.
- f. Installation of Yield Right of Way signs on the southeast corner of the intersection of Mitchell and Southdowns and require traffic approaching from the south on Mitchell to yield right of way to traffic and a Yield Right of Way sign on the north east corner of Southdowns, requiring traffic entering from the east on Southdowns to yield to traffic approaching from the north or west.
- g. That Southdowns be made preferential over traffic on Jordan and that stop signs be erected to require traffic approaching on Jordan be required to stop.

h. That (Sheridan) or the north lane of Southdowns, which ever is correct be preferential over Jordan, and stop signs erected on Jordan requiring traffic approaching on Jordan to stop.

i. Erection of a stop sign on Ballantine at the intersection with Southdowns and require traffic on Ballantine to stop before entering the intersection.

j. Erection of a stop sign on Southdown at the intersection with Woodlawn and require traffic on Southdowns to stop before entering the intersection.

NOTE: The Committee recommends that priority of action in the above recommendations should rest with recommendation (i) and that this recommendation be acted upon at the earliest date.

5. For your information, a committee report was adopted recommending no change in the present prohibition of parking on both sides of First Street between Henderson and Fee.

Respectfully submitted,

Loren D. Ayres
Chairman
Bloomington Traffic Commission

LDA:mep

Subject: Traffic Survey
Place: Monon Crossing on North Adams Street, Bloomington, Indiana
Date: June 5, 1957
Time: 10:45 to 11:30 A.M.
Purpose: To determine existing conditions relating to automobile traffic, pedestrian traffic, railroad traffic, possible physical hazards relating to each, and to make recommendations for removal or improvement of existing conditions that might make this crossing more suitable from a safety point of view.

Physical features: From the northern approach the following conditions were noted:

1. At 300 feet from the crossing one circular type railroad sign was noted. It was visible, but was adjacent to an utility pole and surrounded by underbrush.
2. At 300 feet, total obstruction to the left, giving only 20 feet clear visibility of the tracks.
3. At 300 feet, total obstruction to the right. Parked automobiles gave no visibility of the tracks.
4. At 150 feet, 20 feet clear visibility of the tracks on the left, and 30 feet on the right.
5. At 20 feet from the crossing, or only one-half the necessary stopping distance required at 20 miles per hour the tracks visibility was 35 feet on the left and 45 feet on the right.
6. An unprotected culvert running parallel and adjacent to the railroad tracks.

From the Southern approach:

1. At 300 feet, total obstruction to both right and left.
2. No circular signs at any point.
3. At 150 feet, total obstruction, right and left.
4. At 20 feet, good track visibility to the right, 50 feet to the left then total obstruction due to Monon employees parking lot.
5. Street made slight left-hand curve going into the crossing.
6. Sudden rise in road surface 3 to 6 feet from tracks.

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7. Stop-look-listen sign on right side.

At the crossing:

1. Ties parallel to track, about 21 feet long and extending beyond the roadbed.
2. No crosswalks for pedestrians.
3. Condition of crossing fair, but western half of crossing rougher than eastern half.
4. Switch engines (no flagman) stop full on crossing for entrance on spur to the east.

Automotive traffic. In the 45 minutes of the survey, 76 automotive vehicles used the crossing. These vehicles included farm tractors, pleasurer cars, trucks of all types (about 25%), and passenger busses. Percentagewise, based on 100 vehicles an hour, the following facts were found:

Stopping:

1. Complete stop--15.8%
2. Rolling stop--15.8%
3. Slowed speed--40.8%
4. No slowing of speed--27.6%

Precaution of looking:

1. Looked both directions--38.2%
2. Looked in one direction--13.1%
3. Looked neither right or left--48.7%

Steering and changing gears:

1. Crossed in correct lane--48.8%
2. Crossed in middle--56.6%
3. Veered sharply to left--2.6%
4. Veered sharply to right--0%
5. Changed gears, crossing from south--19%

Railroad traffic:

1. 10:50 A.M.--work engine approached from east traveling at slow speed. Warning given (whistle) approximately 100 yards from the crossing.
2. 10:51 A.M.--two hand-cars approached from the east, no signal, slowed down.
3. 10:53 A.M.--switch engine from the east, gave ample warning and stopped on crossing. Switch opened and engine enter spur running back southeast.
4. 10:55 A.M.--switch engine behind oil cars approached from east. No audible warning, no flagman, went west through the crossing and stopped with engine on crossing. Switch to spur closed, train returned to east at 10:59.
5. 11:06 A.M.--hand-car approached from west, slowed down and allowed automobile to cross tracks. Driver of automobile could not see hand-car approaching from west.

Pedestrian traffic:

1. Traffic was slight, but crossing had to be made in the street.

Miscellaneous notations.

1. Five drivers looked both ways at crossing only after they were on the tracks.
2. Three passenger buses did not stop at crossing. Only one driver looked both ways.
3. Two street department vehicles did not stop or look in either direction.

- 4. Dump truck stopped ten feet beyond crossing, parked partially in the street. Remained about ten minutes.
- 5. Signals for train traffic on east side of crossing.
- 6. Street graded north to south at least 20 degrees. Level at railroad tracks.

Recommendations:

- 1. Underbrush and trash be cleared as much as possible to allow maximum visibility.
- 2. Restrict parking on both side of both approaches.
- 3. Request Monon employees not to park on railroad right-of-way adjacent to the crossing.
- 4. Post speed limit signs.
- 5. Post warning signs on southern approach. Relocate sign on norther approach.
- 6. Lessen grade to the approaches.
- 7. Remove slight curve on south approach.
- 8. Resurface both approaches.
- 9. Lengthen crossing to permit pedestrian crosswalks.
- 10. Reconstruct crossing for smoothness.
- 11. Lengthen culvert and protect public with guard rails.
- 12. Request Monon to furnish flagman for switching.
- 13. Request Monon to relocate train signal standards.
- 14. Provide center line for both approaches.
- 15. Provide safety stop lines for vehicles on both sides of crossing.
- 16. Furnish adequate warning devices at crossing, both auditory and visual.

Respectfully submitted

Doug Leavitt
 Anna Marie Johnson
 Dan DeMauro
 Chad Stewart
 Duayne Stober

Councilman Cook moved, seconded by Councilman Miller that Section i of the Traffic Commission report as of July 9th be approved and that the Traffic Schedule of the Traffic Ordinance be amended accordingly, and that the rest of the report be referred to the Traffic Committee, with power to act on item No. 4, for further study, motion unanimously carried.

Councilman Simpson moved, seconded by Councilman Miller that the following recommendation of December 11, 1956 of the Traffic Commission be approved and the Traffic Schedule of the Traffic Ordinance be amended accordingly; motion unanimously carried.

- 1. All parking be prohibited on Smith Avenue between Walnut Street and College Avenue.
- 2. That a loading zone be established and designated as follows; area measuring 40 feet from the west end of the Price Electric building, on the north side of Smith Avenue, extending east be marked as loading zone.;
- 3. That two-way traffic be continued.

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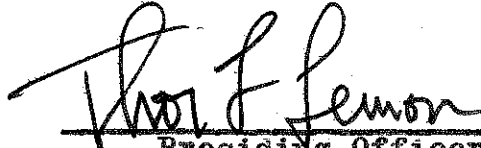
Councilman Simpson moved, seconded by Councilman Van Meter that the Gulf Oil Corporation be permitted to cut the curb at the corner of 17th and Maple on the southeast corner under the supervision of the City Engineer and the State Highway Superintendent; motion unanimously carried.

Councilman Simpson moved, seconded by Councilman Van Meter that the petition for street lights at Fifth and Clark be approved; motion unanimously carried.

Reports for the month of June, 1957, from the Water and Street Departments were placed on file.


Councilman Chitwood moved, seconded by Councilman Simpson that claims be approved as presented; motion unanimously carried.

Meeting adjourned.



Presiding Officer

ATTEST:



Clerk-Treasurer