

REGULAR MEETING

December 17, 1957

THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, INDIANA, met in the Council Chambers in City Hall, on Tuesday, December 17, 1957, at the hour of seven-thirty o'clock (7:30 P.M. C.S.T.) in regular session with Mayor Thos. L. Lemon presiding.

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

Members absent: None.

The meeting was opened with a prayer by Councilman Graves.

Councilman Griffith moved, seconded by Councilman Simpson that the minutes of the regular meeting of December 3, 1957, be approved with the following correction, in place of "f or" use the work "and" in the last sentence on page 68; motion unanimously carried.

Councilman Sikes presented Resolution No. 10 of the Planning Commission and introduced for first reading an ordinance pertinent to rezoning. The proposed ordinance was given first reading by the Clerk-Treasurer.

Councilman Sikes presented Resolution No. 11, of the Planning Commission and introduced for first reading an ordinance with reference to rezoning. The proposed ordinance was given first reading by the Clerk-Treasurer.

Councilman Sikes presented an ordinance pertinent to purchase of land to be used as a cemetery, and the Clerk-Treasurer gave it first reading.

Councilman Simpson presented an oral petition in behalf of Bud Bryan to cut the curb for two driveways on East Third Street two doors west of Indiana Avenue on the north side of the street. Councilman Simpson moved, seconded by Councilman Chitwood that the petition to cut the curb to construct two driveways, one 13 feet and one 14 feet be approved; the work to be done under the supervision of the City Engineer and State Highway; motion unanimously carried.

Eugene Bender, President of the Park Board, presented recommendations as follows:

December 17, 1957

Honorable Thomas L. Lemon
Mayor
City of Bloomington, Indiana

Mayor Lemon:

We the Board of Park Trustees and Board of Recreation recommend to the Common Council, City of Bloomington, that the swimming pool contract with the Curry Construction Co. be approved for the sum of \$213,600.00 subject to the following supplemental contract changes:

1. Sand pressure filter substituted for Diatomite.
2. Open tiled gutter be substituted for original type.
3. 4" concrete decks replace 6" as specified.
4. Walls of pool and walls and floor of diving area be "marbelized".

The estimated total cost of construction as per changes to be \$208,000.00.

Respectfully submitted,

Board of Park Trustees
Eugene Bender, Chairman

Board of Recreation
Ralph Mills, Chairman

The Council then discussed the recommendations with both Mr. Bender and Mr. Mills of the Recreation Board. After discussion, Councilman Sikes moved, seconded by Councilman Griffith that the recommendations of the Park Board and Recreation Board be approved as submitted; motion unanimously carried.

HAAG 1

Norbert Peace of the Traffic Commission reported on the action of the Traffic Commission and presented recommendations as follows:

Nov. 13, 1957

Report to Bloomington Traffic Commission

This committee has been asked to investigate the feasibility for one side parking on S. College Ave., East side only, between Fourth St. and Second St., and a study of the possibility of three lane traffic movement on the street.

To obtain a three lane movement, which is highly desirable, parking must be eliminated on the west side of College. This necessitates the removal of twenty-one parking spaces which are located in front of the following places. --

Dr. Buckingham at	344
Dr. Marchant	350
Empty residence	402
Tourist Home	408
Residence	414
Breedered property	422
Filling station	on NW corner.

All of the above businesses and residences are south of the City parking lot and all have ample off-street parking facilities.

We suggest the removal of all parking on the west side of College from Fourth St. to Second St.

At the present time no parking spaces or meters are located on West side of College from Fourth to Third St., in front of the new Kroger and Haag Store and regardless of the proposal farther south, we suggest that parking in this place be prohibited. Very few places would be affected and entering or leaving the large parking lot at this store would be hazardous if parking were allowed.

Along with removal of the above mentioned parking we have made a very serious study of the possible three lane movement of vehicular traffic and offer this report and accompanying drawing for your consideration.

We are grateful for the co-operation of certain members of the Bloomington Police Dep't. who assisted in checking the actual turning radius' required by very long trucks. We stopped them and asked them to proceed in a normal turn from a center lane position and found that this can be done easily and safely for east-south movement. The turn from the left lane on College to the center lane on Second will necessitate moving the obedience line for west bound traffic, back about eight feet.

Truck traffic turning west from a single lane must have a larger turning radius than at present and we suggest (as shown on drawing) a single east bound lane on Second from a point just east of the Monon R.R. and continuing through the intersection at College. This will allow ample turning space for long trucks and also will improve the safety and convenience of school busses, west bound from Bloomington High.

To attempt to explain as simply as possible the three lane movement on College we have a set of photographs and a detailed drawing. We suggest that a set of lane separator signs be placed overhead at a point approximately 150 feet south of Third Street and be marked as follows; EAST ONLY, 37 SOUTH, and 45 WEST. This location is at the north edge of the City parking lot. The signs would be plainly visible from as far north as Fifth St., and even a stranger could guide himself into the proper lane. Continuing down College, lanes would be marked with arrows indicating proper directions. At the corner of Second another identical overhead sign should be erected. In explanation of the use of overhead signs it might be admissable to point out that pavement markings are often obliterated by dirt snow and rain and also the location of the overheads will have ample lighting from street lights as well as headlights.

Approaching Second St. the driver would be guided into the proper lane by the erection of a series of pavement islands, approximately six inches high and eighteen inches across, extending various distances as suggested on drawing. The driver would have little trouble staying in any lane as he makes a turn in either direction and there should be little if any danger of sideswipes and the like. Unless a driver ran completely over an island, he is bound to stay in his own lane.

Approaching Walnut St. from the west, on Second would be placed another overhead separator sign indicating a turning movement as follows; in the right lane, 37 SOUTH, with arrow indicating right hand turn only. Over the center lane a sign, EAST or North, with arrows indicating a straight ahead movement or left turn.

An island should divide these two lanes as shown in drawing and will serve to prevent traffic cutting from one lane to another in this block. Many cars at present cut from the center lane to the right hand lane and continue east across Walnut. This would greatly decrease the number of this type of violation.

Routing traffic from the single lane, eastbound; on Second at College would be simplified by placing a sign on the large center island, to read as follows; EAST and NORTH use CENTER LANE. With appropriate line traffic could easily flow into the center lane or continue in right hand lane without conflict. An island barrier extending east from the obedience line on the right side of center lane will prevent east bound center lane traffic from interfering with west bound and vice versa.

The width of College Ave at Second St. is 44 feet.
The width of Second St. at College is 44 feet.

It is also in your committee's opinion, that the overhead signs, mentioned above, be painted white on black. The white or silver on green, common in many cities is much harder to see.

This committee expresses it's desire to work with any and all interested parties concerning the above assignment, if this Commission is willing.

Submitted Nov. 13, 1957.

Lew Winkler
Henry Hammond
Norbert Peace Ch.

Dec. 11, 1957.

Report to Bloomington Traffic Commission.

At the last meeting, Nov. 13; the chairman of this committee was given an assignment to contact the proper members of the State Highway Dep't., regarding the possible change to three way traffic on So. College Ave.

I contacted Mr. James Sargent, Sup't. of this area and explained the ideas submitted in the Nov. report. He was pleased and said he would phone Mr. Geo. Reiman of the Seymour district and try to arrange a meeting herein Bloomington for further discussion. As a result, we did have such a meeting and spent some three hours going over the plans ect.

Briefly the results of this meeting are as follows:

1. All parking must be removed from the west side of College Ave., from Fourth St. to Second St.
2. With the above stipulation being granted by the City, the State Highway Dept. will proceed to make the changes as outlined in the report, at the earliest possible moment, subject to the few minor changes as outlined below, which I feel are improvements of the original plan and which are offered for your consideration.
 - (1) Widen proposed west lane of College to accommodate turning movement of large trucks and retain two lane East bound 2nd St. traffic west of College. Change large island to conform with this movement.
 - (2) Extend island between east and west bound lanes on Second Street, to run from Walnut to College.
 - (3) Change proposed style of overhead separator signs to ones similar to example shown in drawing. They will be black on white.

The attention of Mr. Sargent and Mr. Reiman, was called to the high crown and drop in pavement of the right hand lane on Second St. east of College and I feel sure we'll see repairs to this spot in the early spring.

Considerable discussion centered on the possibility of a change in location of the school bus loading zone at Bloomington High School. So far no School official has been contacted regarding this situation.

HAA061

Submitted for your consideration
Dec. 12, 1957

Ch. S/ Norbert Peace
Henry Hammond
Lew Winkler.

Councilman Miller moved, seconded by Councilman Simpson that the Traffic Commission report with reference to the ~~three~~ laneing of South College Avenue from Fourth Street to Second Street be approved as recommended by the Traffic Commission and that the Common Council petition the State Highway Commission to properly mark South College Avenue as petitioned by the Traffic Commission; motion unanimously carried.

The following report from the Traffic Commission was presented by Mr. Norbert Peace, Chairman:

Report to Bloomington Traffic Commission
11-13-57

Regarding the feasibility of eliminating parking on the east side of Walnut St. from Seventh to Tenth Sts., and the possible change to a three lane movement in these three blocks.

Three lane traffic north of Seventh to Tenth on Walnut St. is very desirable change and requires no great amount of time or effort to realize. Three lane flow here would eliminate a very definite hazard at Seventh, as three lanes attempt to maneuver into two.

A change would necessitate the removal of 13 metered parking spaces and 4 unmetered spaces on the east side of the street. The removal of these spaces would allow the additional lane of traffic and give a much more even flow.

The right hand lane should be marked for right turn only. This lane of course would end in a right turn at Tenth St. as Walnut narrows at this point.

The center lane would be marked for through, straight ahead traffic.

The left hand lane would be marked indicating straight ahead or left turn only.

We believe this change to be a worthy one and move it be adopted by this Commission and sent to City Council for immediate action.

Lew Winkler
Henry Hammond
Norbert Peace Ch.

Dec. 11, 1957

Report to Traffic Commission.

This report shall become a supplement to the November 13th. report regarding the feasibility of a change to three lane traffic on N. Walnut St. between Seventh and Tenth Sts.

The original report was referred back to this committee for additional information, namely the width of Walnut St.

Walnut St. from 6th to 7th is 50 feet wide. (20 mi. zone)
" " " 7th to 10th is 46 feet wide. (30 mi. zone)
" " " 10th to 12th is 36.2 feet wide.
Parking space width is eight feet.

Parking on both sides of the street would allow 46 feet minus 16 feet or a total of only 30 feet for traffic lanes. 10 feet per lane.

By removing parking on the east side of the street as proposed, it can be seen that 38 feet of moving traffic space will be obtained. This space can be equally divided into three lanes of slightly more than $12\frac{1}{2}$ feet.

The previous report and survey was shown to State Highway officials and they feel that three lanes are essential but they will not change to lanes as narrow as 10 feet. for the heavy flow of traffic on N. Walnut.

They advise that if the City will remove the parking on one side of this street, three lane stripes will be put down as soon as possible.

Signed,

Norbert Peace Ch.
Lew Winkler
Henry Hammond.
12-11-57

Councilman Van Meter moved, seconded by Councilman Miller that the Traffic Commission request to three lane Walnut Street north from Seventh to Tenth Street be referred to the Public Safety Committee, Chairman Mr. Graves; motion unanimously carried.

The report of the Street Department for the month of November, 1957 was received and placed on file.

Councilman Chitwood moved, seconded by Councilman Graves that the claims presented for payment December 18, 1957 be approved as submitted; motion unanimously carried.

Meeting adjourned.



Presiding Officer

ATTEST:



D Clerk-Treasurer

HA061