

**BLOOMINGTON TRAFFIC COMMISSION
AGENDA**

February 24, 2021

4:30 P.M. – Virtual Meeting

Online link: <https://bloomington.zoom.us/j/95796985792>

Meeting ID: 957 9698 5792

Dial in: +1 312 626 6799, 957 9698 5792# US (Chicago)

- I. Call to Order -
- II. Approval of Minutes –
 - A. 8.26.2020: Bangor-Giorgio, Kopper, McCluskey, Ryterband, Shadday
 - B. 9.23.2020: Kopper, McCluskey, Ryterband, VanDeventer
 - C. 1.27.2021: Bangor-Giorgio, Etter, Kopper, Kruse, McClusky, Ryterband, Shadday
- III. Communications from Commission
 - A. Election of Chair and Vice Chair
- IV. Public Comment
- V. Reports from Staff
- VI. Old Business
 - A. TC-21-01: No Turn on Red Ordinance
- VII. New Business
 - A. TC-21-02: Parking Restrictions within Renwick
 - B. TC-21-03: Parking Restrictions on W. 6th Street
 - C. TC-21-04: Title 15 Updates
- VIII. Traffic Inquiries
- IX. Adjournment

Next meeting – March 24, 2021

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

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call (812) 349-3429 or e-mail human.rights@bloomington.in.gov.

**BLOOMINGTON TRAFFIC COMMISSION
MINUTES**

August 26, 2020

4:30 P.M. – Virtual Meeting

Online link: <https://bloomington.zoom.us/j/91353242623>

Meeting ID: 913 5324 2623

Dial in: +1 312 626 6799 US, 913 5324 2623# US (Chicago)

- I. Call to Order:** 4:35pm by Sarah Ryterband
Commissioners present: Ryne Shadday, Chiara Bangor-Giorgio, Sarah Ryterband, and Neil Kopper (Malik McCluskey joined at 4:45pm)
Motion to postpone approval of minutes until later in the agenda.
Motioned: Chiara Bangor-Giorgio Seconded: Ryne Shadday
Yay: Chiara Bangor-Giorgio, Ryne Shadday, Sarah Ryterband, Neil Kopper
Motion passed: 4-0
- II. Approval of Minutes – 6.24.2020 and 7.22.2020**
Motion to approve minutes from the 6.24.2020 Meeting
Motioned: Ryne Shadday Seconded: Malik McCluskey
Yay: 5 Nay: 0 Abstain: 0
Motion passes: 5-0
- Motion to approve minutes from the 7.22.2020 meeting
Motioned: Chiara Bangor-Giorgio Seconded: Ryne Shadday
Yay: 5 Nay: 0 Abstain: 0
Motion passes: 5-0
- III. Public Comment - none**
- IV. Communications from Commission – none**
- V. Reports from Staff -- none**
- VI. Old Business -- none**
- VII. New Business –** Beth Rosenbarger (staff) requested to allow the Traffic Inquiry to be presented first. Sarah Ryterband agreed. No vote was taken.
A. The current traffic calming policy: NTSP
Mallory Rickbeil presented the current NTSP
- VIII. Traffic Inquiries**
A. Maxwell Lane: On-Street Parking review request
Presented by staff: Amir Farshchi. Amir presented slides showing the area and the school pick-up and drop-off.
Malik McCluskey joined the meeting at 4:45pm

Gwendolyn White lives on the street and made the original request that staff review this area. Ms. White shared her concerns with the pick-up and drop-off traffic on the street.

Commission members asked questions to Ms. White and to staff such as: could this be observed on more than one instance? What is the usual pick-up and drop-off traffic like? It was suggested to consider traffic-calming on the street and to consider adding green markings to the street to let more people know that it is a neighborhood greenway and to be cautious.

IX. Requests for future agenda items -- none

X. Adjournment: 5:45 pm

Next meeting – September 23, 2020

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

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**BLOOMINGTON TRAFFIC COMMISSION
MINUTES**

September 23, 2020

4:30 P.M. – Virtual Meeting

Online link: <https://bloomington.zoom.us/j/95880011664>

Meeting ID: 958 8001 1664

Dial in: +1 312 626 6799, 958 8001 1664# US (Chicago)

- I. Call to Order:** 4:40pm (delayed due to zoom difficulties)
Commission members present: Sarah Ryterband, Joe VanDeventer, Malik McCluskey, and Neil Kopper
Staff present: Beth Rosenbarger, Amir Farshchi, Mallory Rickbeil, Sara Gomez
- II. Approval of Minutes – 8.26.2020** (no quorum)
- III. Public Comment-** none
- IV. Communications from Commission-** None
- V. Reports from Staff-** None
- VI. Old Business-** None
- VII. New Business**
 - A. Traffic Calming Policy**—Mallory Rickbeil presented for staff.
 - i.** Questions from the Commission:
 - ii.** Is there any consideration of temporary installations?
 - iii.** Staff: sometimes temporary is more expensive than permanent.
But, the policy allows that option.
 - iv.** Will there still be an NTSP?
 - v.** Staff: No, this policy replaces the NTSP.
 - vi.** Commission member comments:
 - vii.** Neil Kopper: I think it’s far superior to the old program.
 - viii.** Malik McCluskey: I think the bar was too high in the old program, but it should be balanced so that it doesn’t just get controlled by a few people. Community aspect and neighborhood input is always critical.
 - ix.** Joe VanDeventer: no comments.
 - x.** Sarah Ryterband: I’m pleased. It certainly streamlines the process, and allows staff to act on things that are in the works and in the public good. I’m pleased that Traffic Commission won’t be hearing in a redundant manner what the BPSC is hearing. I’m glad it will only sit with one commission. The public will have a much

clearer idea of the procedures. I particularly like the pre-process (pre-application) steps.

B. Title 15 Updates- Amir Farshchi presented for staff.

- i. Question: are these stop signs needed?
- ii. Staff: the stop signs are already placed, it is an ordinance delay.

C. Title 12 Updates: Sara Gomez presented for staff.

- i. Question: The property owner is responsible, but the contractor is responsible for getting the permit?
- ii. Staff: we work with both the property owner and the contractor.
- iii. Public Comment: Jim Shelton—We've heard from Greg Alexander about this a lot, and he comments at Council about it regularly. I think this is important, and it's important that the policy have teeth and that people use teeth.
- iv. Question: Can you compare the teeth in the existing policy compared with the proposed?
- v. Staff: previously, all I could do was reach out and tell people they didn't have permission to be blocking the sidewalk. There is no mechanism at this time to charge a fine, if they continue to block the sidewalk without permission. The updated policy adds in an enforcement section and violations section, specific to excavations, so we can take enforcement action and there is a fine schedule for right-of-way use.

VIII. Traffic Inquiries- none

IX. Requests for future agenda items- none

X. Adjournment- 5:48pm

Next meeting – October 28, 2020

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

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**BLOOMINGTON TRAFFIC COMMISSION
MINUTES**

January 27, 2021

4:30 P.M. – Virtual Meeting

Online link: <https://bloomington.zoom.us/j/95064156076>

Meeting ID: 950 6415 6076

Dial in: +1 312 626 6799, 950 6415 6076# US (Chicago)

- I. Call to Order: 4:34 pm by Chair Chris Etter**
Members present: Neil Kopper, Chris Etter, Malik McCluskey, Sarah Ryterband, Ryne Shadday, Chiara Bangor-Giorgio, Dustin Kruse;
Public: Jim Shelton, Deborah Myerson
Staff: Beth Rosenbarger
Presenters: Cm. Kate Rosenbarger, Cm. Ron Smith
- II. Approval of Minutes – 8.26.2020 and 9.26.2020**
Ryne motioned to approve the 8.26.2020 minutes and Chiara seconded. Yays: Chiara Bangor-Giorgio, Ryne Shadday, and Neil Kopper; No: zero. Motion passes 3-0
Sarah motioned to approve the 9.26.2020 minutes and Neil seconded. Yays: Malik McCluskey, Sarah Ryterband, and Neil Kopper; No: zero. Motion passes 3-0.
Ryne Shadday asked staff to verify if chair Chris Etter was present at either meeting. Beth will look into the recordings to verify; Chris couldn't remember.
- III. Communications from Commission:** none
- IV. Public Comment:** none
- V. Reports from Staff**
- A. **2021 Meeting Schedule:** Beth shared it's in the packet. Let me know if you have any questions.
- B. **Rules and Procedures:** Beth mentioned they were included in the minutes. We can elect chairs next meeting.
- VI. Old Business:** none
- VII. New Business**
- A. **No Turn on Red Ordinance:** Councilmember Rosenbarger: Cm. Rosenbarger presented.
Public comment: Jim Shelton, I used to be a runner, and now I'm a walker. I think this is a really good idea.

Deborah Myerson in the zoom chatbox: I just wanted to add that prohibiting "right on red " is a valuable and important safety initiative for pedestrian safety. Such a policy could help encourage directing resources toward traffic calming devices to encourage compliance.

Ryne: concern regarding if this will be enforced. How will this be enforced?

Chris: just because there's not a 'no turn on red sign' doesn't mean you have to turn on red. I'm worried this is a bandaid.

Sarah: what are our local statistics? Knowing the national is nice, but what about our crash rates and more data. More info and concerns.

Malik: I agree with Sarah. It would be helpful to have more data locally. And it'd be useful to weigh the proposal going forward.

Chiara: Also interested in more research.

Public comment: Deborah Myerson (appx 5:18pm): thank you, I really support this. I support this overall. Direct more resources to traffic calming devices. Sometimes there are requests to 'ban the beg button.' I'd love to just get rid of the beg button, and just let people cross without the button. I feel like this can help get that conversation elevated.

Sarah: I was wondering if Neil could elaborate on when 'no right on red' is considered a detriment to pedestrians and cyclists.

Neil: described intersections and pedestrian movements

VIII. Traffic Inquiries: none

IX. Requests for future agenda items:

- A. Question about speed limit signs on Walnut and College, can there be additional signs to let people know?
- B. Are there grants for a public safety education campaign addressing speed, driver distraction, awareness of the vulnerable users of the roadways?

X. Adjournment

Next meeting – February 24, 2021

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

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ORDINANCE 21-____

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE
ENTITLED “VEHICLES AND TRAFFIC”**

- Re: Restricted Turns on Red at Signalized Intersections

WHEREAS, the Traffic Commission and Bicycle and Pedestrian Safety Commission have recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled “Vehicles and Traffic”;

NOW, THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Section 15.20.020 Schedule H shall be amended to add the following:

RESTRICTED TURNS ON RED AT SIGNALIZED INTERSECTIONS

| Intersection | From | To |
|-----------------------------------|-------------|-----------|
| Atwater Avenue & Jordan Avenue | West | South |
| Atwater Avenue & Woodlawn Avenue | West | South |
| College Avenue & Eleventh Street | North | West |
| College Avenue & First Street | North | West |
| College Avenue & Fourth Street | North | West |
| College Avenue & Kirkwood Avenue | North | West |
| College Avenue & Second Street | North | West |
| College Avenue & Seventh Street | North | West |
| College Avenue & Sixth Street | North | West |
| College Avenue & Tenth Street | North | West |
| College Avenue & Third Street | North | West |
| Dunn Street & Third Street | North | West |
| Eleventh Street & College Avenue | West | South |
| First Street & College Avenue | West | South |
| First Street & Walnut Street | East | North |
| Fourth Street & College Avenue | West | South |
| Fourth Street & Walnut Street | East | North |
| Henderson Street & Atwater Avenue | South | East |
| Indiana Avenue & Tenth Street | North | West |
| Indiana Avenue & Tenth Street | South | East |
| Indiana Avenue & Third Street | South | West |
| Jordan Avenue & Atwater Avenue | South | East |
| Jordan Avenue & Law Lane | North | West |
| Jordan Avenue & Law Lane | South | East |
| Jordan Avenue & Tenth Street | North | West |
| Jordan Avenue & Tenth Street | South | East |
| Kirkwood Avenue & College Avenue | West | South |
| Kirkwood Avenue & Rogers Street | West | South |
| Kirkwood Avenue & Rogers Street | East | North |
| Law Lane & Jordan Avenue | West | South |
| Law Lane & Jordan Avenue | East | North |
| Lincoln Street & Third Street | South | East |
| Madison Street & Third Street | North | West |
| Madison Street & Third Street | South | East |
| Rogers Street & Kirkwood Avenue | North | West |
| Rogers Street & Kirkwood Avenue | South | East |
| Rogers Street & Third Street | North | West |
| Rogers Street & Third Street | South | East |
| Second Street & College Avenue | West | South |
| Second Street & Walnut Street | East | North |
| Seventh Street & Walnut Street | East | North |
| Sixth Street & Walnut Street | East | North |
| Smith Avenue & Walnut Street | East | North |
| Sunrise Drive & Tenth Street | South | East |

| | | |
|----------------------------------|-------|-------|
| Tenth Street & College Avenue | West | South |
| Tenth Street & Fee Lane | East | North |
| Tenth Street & Indiana Avenue | East | North |
| Tenth Street & Jordan Avenue | West | South |
| Tenth Street & Jordan Avenue | East | North |
| Tenth Street & Sunrise Drive | West | South |
| Tenth Street & Union Street | West | South |
| Tenth Street & Union Street | East | North |
| Tenth Street & Walnut Street | East | North |
| Tenth Street & Woodlawn Avenue | West | South |
| Tenth Street & Woodlawn Avenue | East | North |
| Third Street & Bryan Avenue | East | North |
| Third Street & College Avenue | West | South |
| Third Street & Atwater Avenue | West | South |
| Third Street & High Street | West | South |
| Third Street & Lincoln Street | East | North |
| Third Street & Madison Street | West | South |
| Third Street & Madison Street | East | North |
| Third Street & Rogers Street | West | South |
| Third Street & Rogers Street | East | North |
| Third Street & Walnut Street | East | North |
| Third Street & Washington Street | West | South |
| Union Street & Tenth Street | North | West |
| Union Street & Tenth Street | South | East |
| Walnut Street & First Street | South | East |
| Walnut Street & Fourth Street | South | East |
| Walnut Street & Kirkwood Avenue | South | East |
| Walnut Street & Second Street | South | East |
| Walnut Street & Seventh Street | South | East |
| Walnut Street & Sixth Street | South | East |
| Walnut Street & Tenth Street | South | East |
| Walnut Street & Third Street | South | East |
| Washington Street & Third Street | North | West |
| Woodlawn Avenue & Atwater Avenue | South | East |
| Woodlawn Avenue & Tenth Street | North | West |
| Woodlawn Avenue & Tenth Street | South | East |

SECTION 2. Section 15.20.020 Schedule H shall be amended to delete the following:

RESTRICTED TURNS ON RED AT SIGNALIZED INTERSECTIONS

| Intersection | From | To |
|----------------------------|-------------|-----------|
| Fee Lane & Tenth Street | East | North |
| Third Street & Dunn Street | West | South |
| Third Street & Dunn Street | North | West |

SECTION 3. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and the approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2021.

_____, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2021.

NICOLE BOLDEN, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2021.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance amends Title 15 of the Bloomington Municipal Code. The changes include adding several new signalized intersections to and correcting a number of existing signalized intersections on the table of locations with restricted turns on red.

PETITIONER: Councilmembers Kate Rosenbarger and Ron Smith

REQUEST: The petitioner is requesting to prohibit turns on red at all traffic signals within the downtown overlay and adjacent to IU campus. The intent of the request is to reduce crash risk for vulnerable road users.

BACKGROUND:

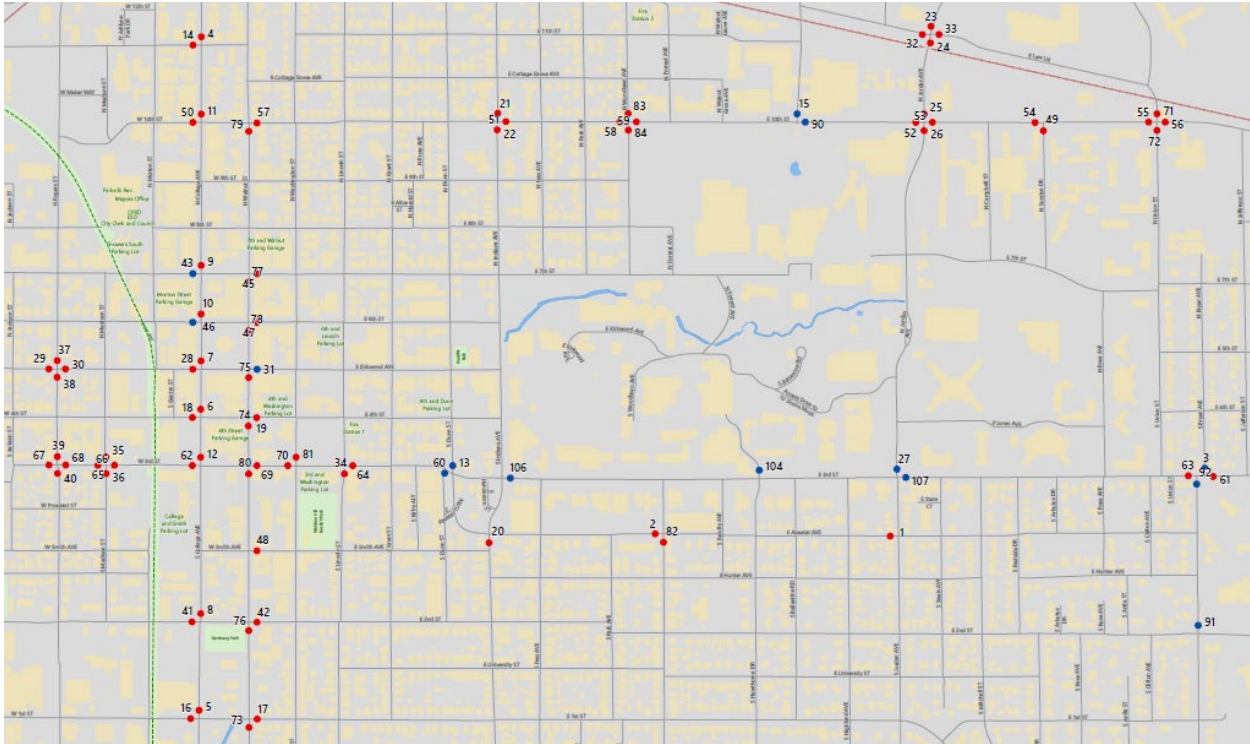
Transportation Plan: *Improve Pedestrian Access to Transit ...* Permissive turn phases at signalized intersections with high pedestrian volumes create conflict points that increase crash risk at the intersection. While pedestrians in the crosswalk legally have the right of way, motorists often aren't looking for pedestrians and sometimes complete the turns at high speeds to avoid collisions with oncoming vehicles. Higher numbers of motorists and pedestrians can be expected along transit corridors. Reducing curb radii to manage turning speeds, installing signage to restrict right turns on red or require yielding to pedestrians, and adjusting traffic signal timings can improve safety for motorists, transit users, and pedestrians at intersections.

Comprehensive Plan: *Policy 6.1.7:* Prioritize safety and accessibility over capacity in transportation planning, design, construction, and maintenance decisions.
Policy 6.3.4: Require pedestrian-friendly design features
Policy 6.5.2: Balance vehicular circulation needs with the goal of creating walkable and bike-friendly neighborhoods.

REPORT:

The following information outlines the evaluation and information considered by staff in response to this request.

Location: The draft map below shows both existing (blue) and proposed (red) turn on red restrictions.



National Guidance: The Manual on Uniform Traffic Control Devices (MUTCD), which is adopted by state law, provides the following guidance regarding restricting turns on red:

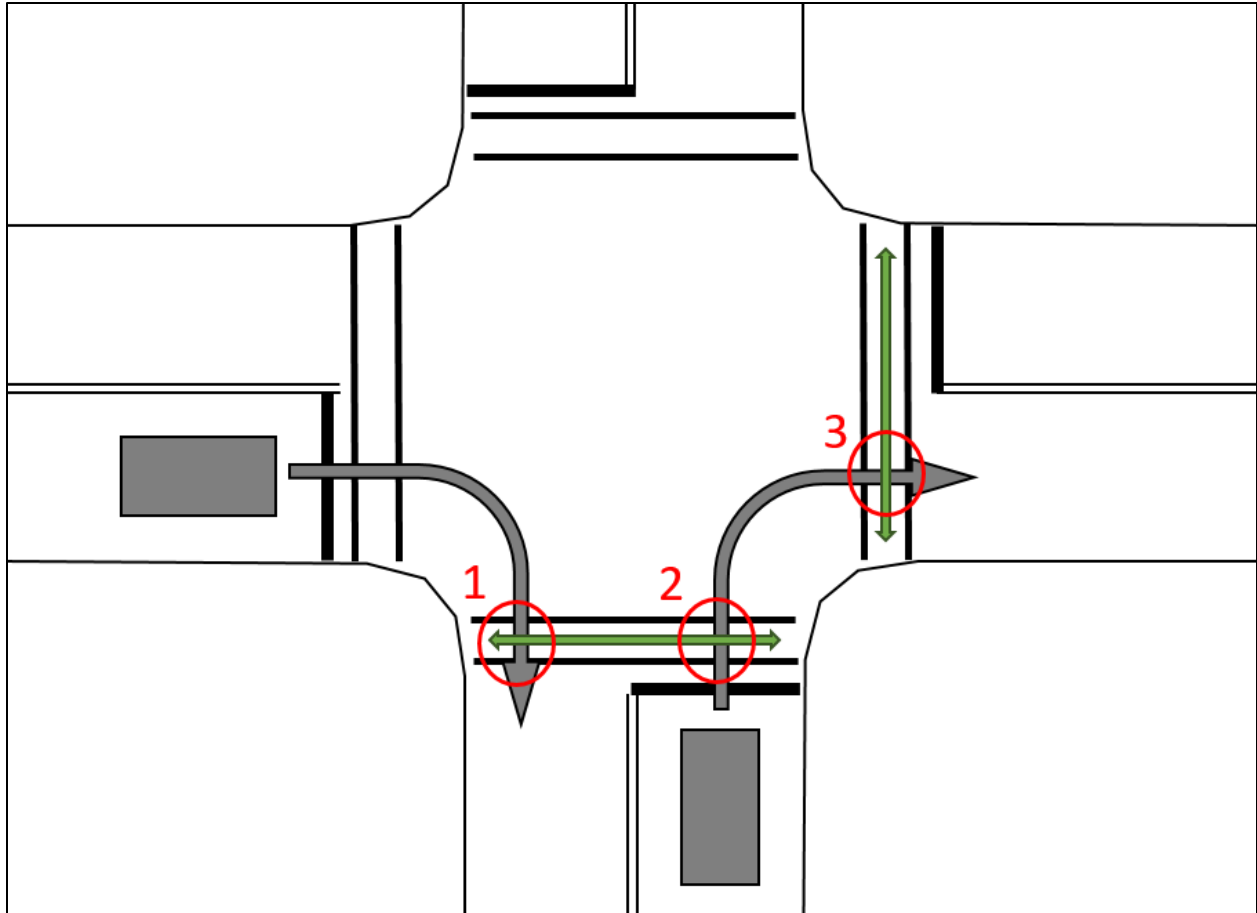
- A No Turn on Red sign should be considered when an engineering study finds that one or more of the following conditions exists:
 - A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
 - B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
 - C. An exclusive pedestrian phase;
 - D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;
 - E. More than three right-turn-on-red accidents reported in a 12-month period for the particular approach; or
 - F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.

National Crash History: All available and verified crash modification factors (CMFs) indicate that crashes increase when turns on red are allowed. The studies creating these CMFs examined all crashes as well as specific analysis of vehicle-pedestrian and vehicle-bicycle crashes. Crash increases are shown to be highest among crashes involving people walking or bicycling. These CMFs indicate expected trends, but it is still possible that the characteristics of a particular intersection could be different.

Local Crash Data: Staff analyzed crash data involving bicyclists and pedestrians at signalized intersections within this area from 2015 to 2020. Specific attention was paid to crashes that were caused by a vehicular right-on-red or right-on-green turning movements. Overall, there were 5 reported crashes involving right turns on red (1 fatality and 4 injuries) and 8 reported crashes involving right turns on green (6 injuries). Additional details of this analysis are attached at the end of this report.

This data indicates slightly more crashes associated with right turn on green than with right turn on red. However, an accurate comparison cannot be made without considering the prevalence of these two types of turns. Frequency of turns on red will vary based on many factors, but it is generally expected that turns on green are more common than turns on red. One significant factor affecting frequency of turns on red is the presence of a dedicated right turn. If there is no dedicated right turn lane, then a single vehicle waiting to go straight or left at a traffic signal will preclude any vehicles behind it from turning on red. Within this area, the vast majority of traffic signals do not have dedicated right turn lanes.

Specific Location Evaluations: The image below helps illustrate potential conflict trade-offs between vehicles and pedestrians. When turns on red are allowed, a pedestrian could potentially be struck by a vehicle turning right on red (circle 2) or a vehicle turning right on green (circle 1). Prohibiting turns on red reduces conflicts between pedestrians and drivers turning on red (reduces potential for circle 2). However, it may increase conflicts in a different crosswalk (circle 3) between pedestrians and drivers turning on green because restricting turns on red means that more turns will occur on green. Conflicts with turns on red are typically higher risk because a driver's attention is focused to only one direction which may be away from the conflicting pedestrian while the conflict in a turn on green occurs with the driver focused in the direction of the crosswalk. In some contexts, such as offset intersections with high pedestrian volumes, turns on green (circle 3) may actually be higher risk than turns on red (circle 2). Staff reviewed the proposed locations and did not identify any intersections where turns on green are expected to be higher risk than turns on red.



Staff identified one additional turn restriction to add to the draft ordinance’s list: Third Street & Hawthorne Street from East to North.

Compliance and Enforcement: In general, staff prefers to avoid unnecessary traffic regulations and believes that road users can and should make decisions to avoid crashes. However, there are many examples where transportation users do not appropriately judge the risk to themselves or others and regulations must be implemented. These situations are evident in turn restrictions, traffic calming implementations, and traffic signal phasing requirements.

All traffic regulations (stop signs, speed limits, etc.) require direct observation by a police officer in order to be enforced. Bloomington Police Department does not anticipate prioritizing resources to specifically enforce these proposed turn on red restrictions. However, it is assumed that a majority of drivers do not intentionally violate laws. Thus, even if some drivers continue to turn on red, the total number of turns on red would decrease.

The downtown and IU areas are included in this proposal to focus on areas with higher pedestrian volumes and a higher number of pedestrian conflicts with turns on red. This geographic approach is likely to be easier for drivers to become accustomed to. There

would be signs posted at each intersection, but drivers can also learn to expect that all turns on red are prohibited within the area. It is also expected, however, that the turn prohibitions will be less likely to be obeyed at night when traffic volumes are low and drivers may not perceive a need for the restriction. If issues with nighttime compliance arise, then it is possible that signal timing updates and detection improvements could be implemented to mitigate the issue.

Traffic Operation Impacts: The original rationale behind allowing turns on red was to reduce fuel consumption. Any increase in motor vehicle delays caused by this prohibition are expected to be small and more likely to be noticed in off-peak periods when traffic volumes are very low. It is difficult to quantify the potential fuel savings allowed by turns on red. Also, any fuel savings would need to be compared to a potential fuel consumption increase caused by bigger picture mode choices (e.g. if people do not feel comfortable walking, then they may drive instead).

Bloomington Transit has an existing rule that their bus drivers are not allowed to turn on red. This proposal is not expected to have any negative impacts to transit and could reduce crash risk for the pedestrians using transit.

Another pedestrian safety tool with documented crash reductions is the Leading Pedestrian Interval (LPI). A LPI gives pedestrians a walk indication a few seconds before motor vehicles are given a green light. This minor timing change allows pedestrians to enter the crosswalk and become more visible to turning drivers. LPIs specifically reduce crash risk from turns on green. Turns on red must be restricted to achieve the full benefits of an LPI because allowing a turn on red would effectively negate the lead given to a pedestrian. Much of the City's existing signal infrastructure does not support LPIs, but all of the newer signal installations and replacements include equipment that is capable of LPI. Staff anticipates increased LPI utilization in the future.

Budget Impacts: Implementation of this proposal would require a relatively minor cost for signs and maintenance. As noted previously, there is currently no budget for specific enforcement of this proposal despite potential requests and/or expectations for it.

Next Steps: This request requires City Council approval to update Title 15 before implementation.

RECOMMENDATION: The Engineering Department and the Planning and Transportation Department recommend that the Traffic Commission support this proposal.

APPENDIX - CRASH DATA: Staff analyzed crash data involving bicyclists and pedestrians at signalized intersections in the Downtown and University areas (see attached map for extent) from a period of 1/1/2015-12/31/2020. Specific attention was paid to crashes that were caused by vehicular right-on-red and right-on-green turning movements.

In total, there are 42 intersections in this area that are controlled by traffic signals. Staff found a total of 67 vehicular to pedestrian/bicyclist crashes to have occurred in this time period. Of these, 5 were due to the vehicle making a right-on-red turning movement, 8 were due to the vehicle making a right-on-green turning movement, 34 were due to the vehicle making a left turning movement, 13 were due to straight movements, and 7 were due to other¹ movements.

4 of the 5 right-on-red crashes resulted in injury to the bicyclist/pedestrian, 1 resulted in a fatality. 6 of the 8 right-on-green crashes resulted in injury to the bicyclist/pedestrian, none resulted in a fatality.

| Downtown/University Data 1/1/2015-12/31/2020 | |
|-----------------------------------------------------|----|
| Total Number of Signalized Intersection | 42 |
| Total Number of Vehicle-Bike/Ped Crashes | 67 |
| Total Number of Vehicle-Bike Crashes | 22 |
| Total Number of Vehicle-Ped Crashes | 44 |
| Total Number of Vehicle-Scooter Crashes | 1 |
| Total Number Caused by Other Circumstances | 7 |

| Right Turning Movement Stats | |
|------------------------------------------------|---|
| Total Number of Crashes Caused by Right on Red | 5 |
| Total Number caused by Right on Green | 8 |
| Crashes Causing Fatalities Right on Red | 1 |
| Crashes Causing Injuries Right on Red | 4 |
| Crashes Causing Injuries Right on Green | 6 |

| Left Turning Movements Stats | |
|-------------------------------------------------|----|
| Total Number Caused by Left Turning Movements | 34 |
| Crashes Causing Injuries Left Turning Movements | 30 |

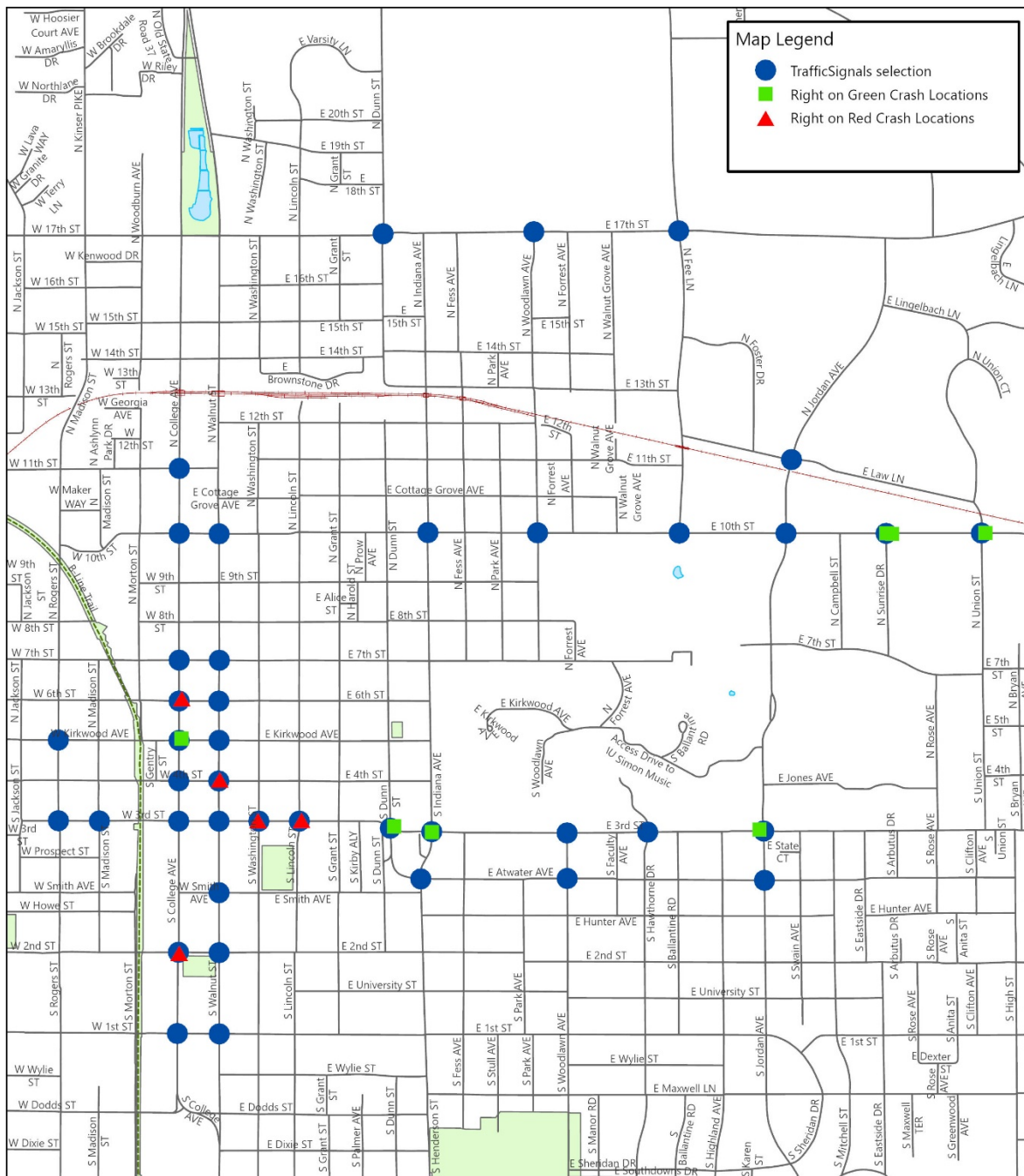
| Straight Turning Movement Stats | |
|-------------------------------------------------------|----|
| Total Number Caused by Straight Turning Movements | 13 |
| Crashes Causing Fatalities Straight Turning Movements | 1 |
| Crashes Causing Injuries Straight Turning Movements | 12 |

| Other Turning Movements Stats¹ | |
|--------------------------------------------------|---|
| Total Number Caused by Other Turning Movements | 7 |
| Crashes Causing Injuries Other Turning Movements | 7 |

¹ "Other" was used conservatively when it was decided that the traffic signal played no part in the crash

| Right on Red Crash Locations | Injury/Fatality | Light Condition | Travel Mode |
|-------------------------------------|------------------------|------------------------|--------------------|
| East 4th St to South Walnut St | Injury | DAYLIGHT | Bicycle |
| South Washington St to East 3rd St | Fatality | DARK (LIGHTED) | Pedestrian |
| South Lincoln to East 3rd St | Injury | DAYLIGHT | Bicycle |
| E 2nd St to South College Ave | Injury | DARK (LIGHTED) | Bicycle |
| West 6th St to North College Ave | Injury | DARK (LIGHTED) | Pedestrian |

| Right on Green Crash Locations | Injury/Fatality | Light Condition | Travel Mode |
|----------------------------------------|------------------------|------------------------|--------------------|
| East Atwater Ave to East 3rd St | Injury | DARK (LIGHTED) | Pedestrian |
| West Kirkwood Ave to South College Ave | - | DAYLIGHT | Pedestrian |
| East 3rd St to South Jordan Ave | Injury | DAYLIGHT | Bicycle |
| East 10th St to North Union St | Injury | DAYLIGHT | Pedestrian |
| East 10th St to North Sunrise Ave | - | DAYLIGHT | Bicycle |
| East 10th St to North Sunrise Ave | Injury | DAYLIGHT | Bicycle |
| East 3rd St to South Indiana | Injury | DAYLIGHT | Bicycle |
| East 10th St to North Sunrise Ave | Injury | DAYLIGHT | Bicycle |



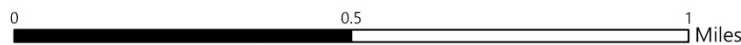
City of Bloomington



Engineering Department

Downtown/University Area Right Turning Movement Bike/Ped Crashes

Produced: 2/18/2021



For use as map information only, information is NOT warranted.



**TRAFFIC COMMISSION
STAFF REPORT**

CASE #: TC-21-02
DATE: February 24, 2021

FROM: Karina Pazos, Engineering Technician, Engineering Department

REQUEST: Codifying and modifying on-street parking on S. Renwick Blvd., S. Ramsey Dr., E. Seminary Dr., S. Eva Hill Dr., E. Nora Hill Dr., S. Hawksmoore Dr., and Melville Cir.

The City of Bloomington reviewed existing no parking signs on S. Renwick Blvd., S. Ramsey Dr., E. Seminary Dr., S. Eva Hill Dr., E. Nora Hill Dr., S. Hawksmoore Dr., and Melville Cir. Staff reviewed street widths and traffic volumes to determine which streets can support parking on one side or both sides. Based on the findings, staff recommends to codify the no parking signs on S. Renwick Blvd., S. Ramsey Dr., the north side of E. Seminary Dr., S. Eva Hill Dr., the east side of S. Hawksmoore Dr., and Melville Cir., as well as to remove the no parking signs on E. Nora Hill Dr., the south side of E. Seminary Dr. and the west side of S. Hawksmoore Dr. to allow on-street parking on one or both sides of each street.

These streets in the Renwick area were constructed by a developer and accepted by the Board of Public Works into the City inventory; at the time, the parking controls were not incorporated into City code. Staff reviewed the locations of the existing “no parking” signs and examined street widths, traffic volumes, and the number of driveways on each street to determine where on-street parking can be supported.

Most of the streets currently have no parking signs on at least one side of the street. Two streets have no parking signs on both sides of the street: E. Seminary Dr. and S. Hawksmoore Dr. The street widths of both E. Seminary Dr. and S. Hawksmoore Dr. can support on-street parking on at least one side. E. Nora Hill Dr. has one no parking sign on the south side, just west of S. Eva Hill Dr., which has the same street width from S. Hawksmoore Dr. to the loop before S. Eva Hill Dr. Removing the no parking sign on E. Nora Hill Dr. can allow for additional on-street parking and clarify the parking restrictions.

Additionally, *Figure 19. New Connections and Street Typologies* of the Transportation Plan identifies S. Renwick Blvd. and S. Hawksmoore Dr. as Neighborhood Connector Streets, for which the design parameters determine on-street parking is optional. All other streets in this area are Neighborhood Residential Streets, for which the design parameters also determine on-street parking is optional. Allowing on-street parking can be a traffic calming tool and may help reduce speeds while offering more on-street parking spaces.



Attached to this staff report is a map of the overall recommendation, *Figure 19. New Connections and Street Typologies* of the Transportation Plan, and all public comments received.

Staff mailed notice to the residents and property owners of impacted streets to make them aware of the Traffic Commission meeting as well as the proposed on-street parking changes.

RECOMMENDATION

Staff recommends to codify the “no parking” areas on S. Renwick Blvd., S. Ramsey Dr., the north side of E. Seminary Dr., S. Eva Hill Dr., the east side of S. Hawksmoore Dr., and Melville Cir., as well as remove the no parking signs on E. Nora Hill Dr., the south side of E. Seminary Dr. and the west side of S. Hawksmoore Dr. Staff recommends that the Traffic Commission support the changes to Title 15 as described and forward to Council with a positive recommendation.



CITY OF BLOOMINGTON

RECOMMENDATION FOR NO PARKING SIGNS

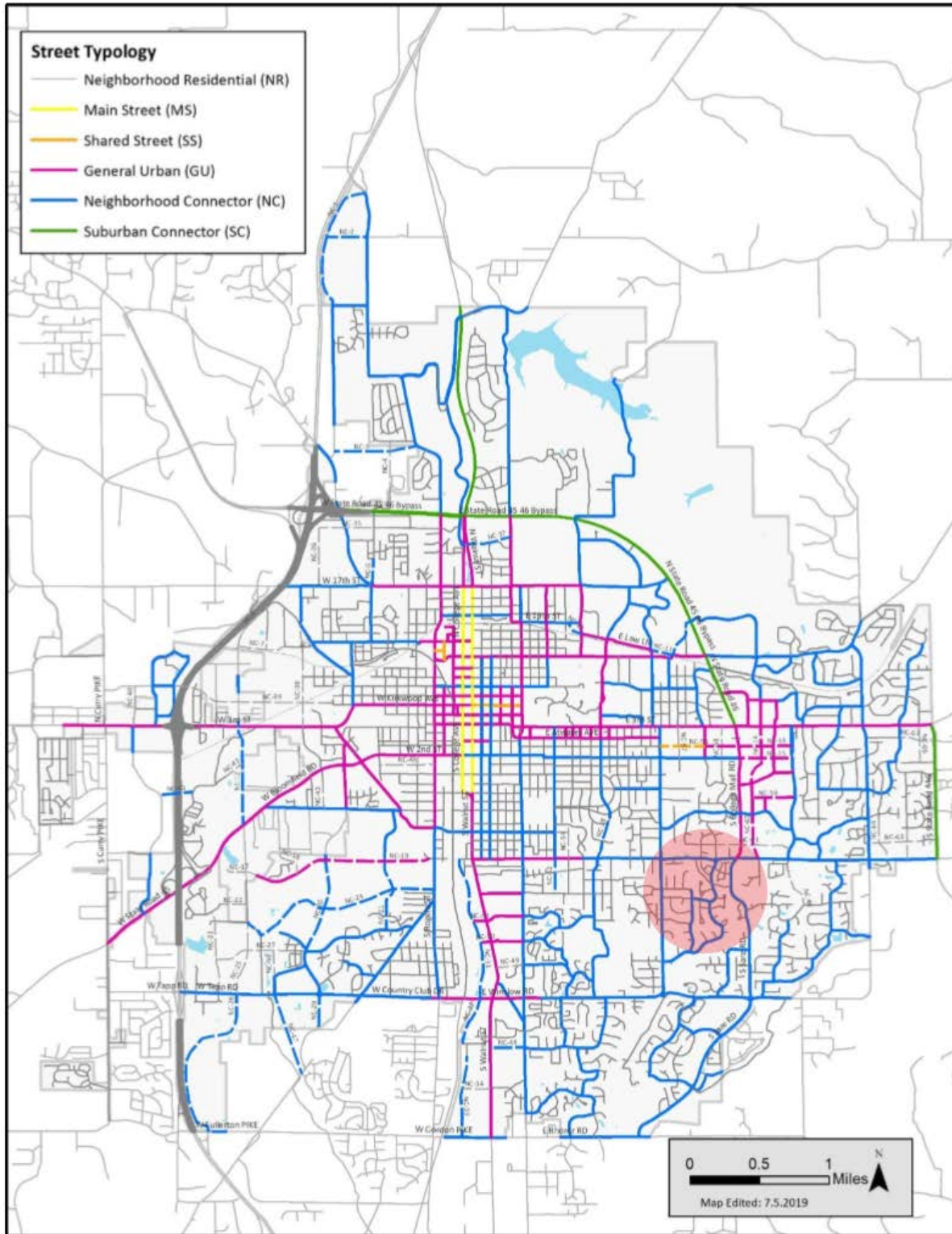


LEGEND

-  CODIFY EXISTING SIGNS
-  REMOVE SIGNS



Figure 19. New Connections and Street Typologies





Karina Pazos <karina.pazos@bloomington.in.gov>

On-street Parking in Renwick

1 message

Sat, Feb 13, 2021 at 9:38 AM

Dear Ms. Pazos,

We live at the Renwick subdivision. We received the notification of the changes to the parking policies in our neighborhood. The changes include allowing on-street parking on both sides of the road because "...based on the street width and traffic volumes, the street can support parking on one side or both sides of the following streets."

We agree that parking on one side of the street allows for cars to travel in our neighborhood safely; however, when parking is allowed on both sides of the street, residents and visitors tend to park parallel to each other and traffic flow is disrupted. While smaller cars can pass with a parked car on either side, larger cars and emergency vehicles cannot. The situation of parallel parking happens many times on the two streets, Nora Hill and Eva Hill which lead to our home in the cul-de-sac. Should we need emergency care, these vehicles would not be able to access our home and other homes in our area in a timely fashion. Also, since living in this neighborhood (for over 13 years) there have been many times when we have had to turn around and get to our house from one of the other streets (either Nora Hill or Eva Hill) because cars were parallel parked and the space between them did not allow adequate space to pass without hitting one of the two cars parked on both sides of the street. I do not drive a larger than average vehicle. Some of these parked vehicles are large trucks or SUVs, construction vehicles, and at times, the owner of the vehicle has not parked the vehicle close to the curb.

We respectfully request to keep on-street parking in Renwick to only one side of a street to allow the safe passage of all types of vehicles to move freely and safely in our neighborhood.

Thank you for your time and consideration of our request.



**TRAFFIC COMMISSION
STAFF REPORT**

Case #: TC-21-03
Date: February 24, 2021

FROM: Amir Farshchi, Long Range Planner; Beth Rosenbarger, Planning Services Manager; Planning and Transportation Department, and Engineering Department

REQUEST: Changing On-street Parking on W. 6th St. from N. Adams St. to N. Elm St.

The City of Bloomington is recommending changes to the on-street parking restrictions on W. 6th Street from N. Adams Street to N. Elm Street.

Background: A resident contacted the City to ask about the rationale for the on-street parking configuration on W. 6th Street and to request to allow parking on a portion of the south side of the street. The Parking Commission reviewed the case in November 2018 and recommended removing the “no parking” zones on the south sides of 6th Street from the second alley east of N. Oak Street to N. Elm Street and from the second alley east of N. Pine Street to N. Oak Street (Parking Resolution 18-06). At the time, the signage and faded yellow curb on W. 6th Street created confusion as to where vehicles could and could not be parked. Staff recommended that eliminating the half block of “no parking” areas would resolve any confusion, add parking to the neighborhood, and contribute to traffic calming efforts. Parking Resolution 18-06, request from resident, and staff report are available online:

https://bloomington.in.gov/onboard/meetingFiles/download?meetingFile_id=4103#page=94

After this case was reviewed by the Parking Commission, staff again reviewed the area where the Parking Commission recommended changes. Based on the Bloomington Municipal Code 15.32.140 - Obstructing traffic, “No person shall park any vehicle upon a street, other than an alley, in such a manner or under such conditions as to have available less than twelve feet of the width of the roadway for free movement of vehicular traffic.”

Analysis: After review and analysis, such as measuring the street width, checking the crash data for the area, receiving feedback from the Sanitation Services, checking the traffic counts, and line-of-sight analysis, staff recommends reconfiguring the existing on-street parking by removing some of the “no parking” zones to allow on-street parking. Based on the street width which is 26'-27', this two-way street can support parking on both sides and access for emergency vehicles will remain sufficient. The speed limit is 25 MPH for this area. Staff evaluated the stopping sight distance for the hill at W. 6th

Street and N. Pine Street. Staff determined the minimum stopping sight distance was met, which means that vehicles approaching each other from opposite directions of the hill can see each other and have enough distance to brake and stop. Staff recommends the below changes:

- Removing the “no parking” zones to allow parking on both sides of the W. 6th St. from approximately N. Adams St. to N. Elm St. Removing the “no parking” zones on these blocks:
 - W. 6th St. from 2nd Alley east of N. Oak St. to E. Elm St. on south side of street (Parking Commission recommended removing “no parking” zones for this block)
 - W. 6th St. from N. Oak St to 2nd Alley east of N. Oak St. on north side of street
 - W. 6th St. from 2nd Alley east of N. Pine St. to N. Oak St. on south side of street (Parking Commission recommended removing “no parking” zones for this block)
 - W. 6th St. from N. Pine St. to 2nd Alley east of N. Pine St. on north side of street
 - W. 6th St. from N. Adams St. to N. Pine St. on north side of street
- For safety reasons, a small “no parking” section will remain adjacent to N. Adams St. for intersection line-of-sight safety on W. 6th St. from N. Adams St. to 110 Feet East of N. Adams St.

W. 6th Street is identified as a Neighborhood Residential street in the Transportation Plan. The Plan does not recommend a bicycle facility for this street.

Staff mailed notice to the residents and property owners of impacted streets to make them aware of the Traffic Commission meeting as well as the proposed on-street parking changes. Staff attended the Near West Side Neighborhood Association meeting on February 16, 2021 to present the case and answer questions. The letter to residents, comments received via email, and map are included within the meeting packet for reference.

Recommendation:

Staff recommends that the Traffic Commission support the changes to Title 15 as described in the staff report and forward to Council with a positive recommendation.

Removing No Parking Zones:

- On Sixth Street from 2nd Alley East of Oak Street to Elm Street on South Side of Street
- On Sixth Street from Oak Street to 2nd Alley East of Oak Street on North Side of Street
- On Sixth Street from 2nd Alley East of Pine Street to Oak Street on South Side of Street
- On Sixth Street from Adams Street to 2nd Alley east of Pine Street on North Side of Street

Adding No Parking Zones:

- On Sixth Street from Adams Street to 110 Feet East of Adams Street on North Side of Street



The above photo shows 6th St. between 1st alley east of Pine St. to Pine St. from east to west



The above photo shows 6th St. between 1st alley east of Oak St. and Oak St. from west to east



The above photo shows 6th St. between 1st alley east of Pine St. to Pine St. from west to east



To: Residents and Property Owners of W. 6th St. from N. Adams St. to N. Elm St.
From: City of Bloomington Planning and Transportation Department
Date: February 1, 2021
Re: Allowing On-street Parking on W. 6th St.

Dear Resident/Property Owner,

The City of Bloomington is reviewing and considering changes to the on-street parking restrictions on W. 6th St. from N. Adams St. to N. Elm St. After review, staff recommends reconfiguring the existing on-street parking by removing some of the “no parking” zones to allow on-street parking. Based on the street width and traffic volumes, the street can support parking on both sides. Staff recommends the below changes:

- Removing the “no parking” zones to allow parking on both sides of the W. 6th St. from approximately N. Adams St. to N. Elm St.
- For safety reasons, a small “no parking” section will remain adjacent to N. Adams St. for intersection line-of-sight safety.

This proposal will be heard by the Traffic Commission on Wednesday, February 24, 2021 at 4:30 pm. The meeting will be held virtually on Zoom, information is on the next page. You are welcome to attend the Traffic Commission public hearing, during which there will be time for public comment.

If you cannot attend or if you would like to submit a written comment, please submit it by Monday, February 22, 2021 by noon, and staff will provide your comment to the Traffic Commission. Comments received via email are considered public comments.

The packet and Zoom information for the Traffic Commission will be posted online at <https://bloomington.in.gov/boards/traffic>. The Traffic Commission reviews requests for changes to City code and makes recommendations to the Common Council. After Traffic Commission review, the request will be forwarded to the Bloomington Common Council for final consideration.

If you have any questions or concerns, please contact Amir Farshchi with the Planning and Transportation Department, contact information is below.

Sincerely,
Amir Farshchi, Long Range Planner
Email: farshchs@bloomington.in.gov
Phone: (812) 349-3423

Page 1 of 2

Join Zoom Meeting--Traffic Commission on Wednesday, Feb. 24, 2021 at 4:30 pm

<https://bloomington.zoom.us/j/95796985792?pwd=OEtSakZlaczrWnNudVZlQTE0bFkzdz09>

Meeting ID: 957 9698 5792

Passcode: 002783

One tap mobile

+19292056099,,95796985792# US (New York)

+13017158592,,95796985792# US (Washington D.C)

Dial by your location

+1 929 205 6099 US (New York)

+1 301 715 8592 US (Washington D.C)

+1 312 626 6799 US (Chicago)

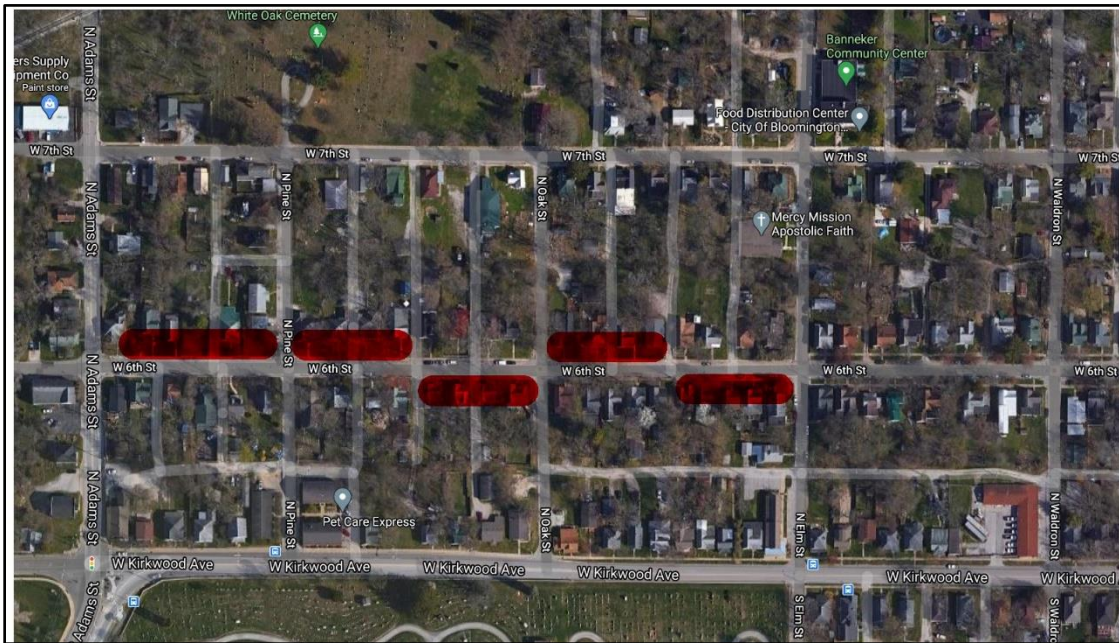
+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

Meeting ID: 957 9698 5792

Find your local number: <https://bloomington.zoom.us/u/adXpyGM4QM>



The above map shows W. 6th St. from N. Adams St. to N. Elm St. The areas in red are currently “no parking” and staff is recommending to allow on-street parking on both sides of the street.

<https://bloomington.in.gov/boards/traffic>



Seyedamir Kaboli Farshchi <farshchs@bloomington.in.gov>

parking on W 6th St

1 message

Alan Balkema

Fri, Feb 5, 2021 at 9:51 AM

To: "farshchs@bloomington.in.gov" <farshchs@bloomington.in.gov>

There is a very good and valid reason for the No Parking zone on the north side of 6th between Pine and Adams Streets. Impatient drivers avoid the stoplight at Kirkwood and Adams by turning onto Pine and then dashing down 6th to Adams to (hopefully) avoid the traffic that is released by the stoplight. Since they are, by definition, impatient, it is highly unlikely that they will yield to traffic that might be headed east on 6th (other impatient drivers avoiding the same stoplight). If you will look back in your files I am sure you will see that the No Parking zone was instituted after numerous head-on collisions.

If you go ahead with this very ill-thought idea, I am sure that there will be many, many crashes at the intersection of 6th & Adams because impatient drivers will arrive at that corner at the same time. This happens many, many times throughout the day, and the no parking zone allows for two cars going in opposite directions to avoid catastrophe.

During rush hours (and also throughout the day) drivers on 6th play dodgem cars by utilizing the existing No Parking zones to weave through traffic headed in the opposite direction, so eliminating those zones will inevitably lead to more accidents because impatient drivers do not willingly yield the right of way. If you think this effort to eliminate the No Parking zones will lead to more cooperation among drivers, I have a bridge in Brooklyn I'd like to sell you.

6th Street also has a traffic-calming circle at Oak Street. I have survived numerous situations where I am about to go around that little circle and have nearly collided with a car approaching the circle on Oak who proceeds because the existing parking allowed zones are parked up and block the view of oncoming traffic. My strong recommendation to you is to not only **keep** the existing No Parking zones but **expand** them to allow better sight lines at intersections. This recommendation holds for Elm Street, as cars are nearly always parked on the south side of 6th at the approach to that intersection, and drivers on Elm tend to execute rolling stops through the stop sign.

In short, going ahead with this proposal will lead to more accidents and perhaps more deaths due to impatient drivers speeding up to bully their way forward. BAD IDEA all around.

And if this is part of the city administration's attempt to upzone core neighborhoods it will only exacerbate a bad situation because it will add more parked and moving cars and inevitably lead to more accidents as drivers' frustrations mount.

You currently have a traffic management plan that works. I have lived on the south side of 6th between Pine and Adams for 6 years and witness daily impatient drivers execute their maneuver. The only accidents I recall are drunk drivers striking the circle at Oak Street. STOP COMING UP WITH THESE HARE-BRAINED IDEAS.

Sincerely,

Alan Balkema



Seyedamir Kaboli Farshchi <farshchs@bloomington.in.gov>

Parking on west 6th street

1 message

Roger Ballard

Mon, Feb 8, 2021 at 12:37 PM

To: farshchs@bloomington.in.gov

We definitely need more parking, I think the proposal is a great idea 👍. West 6th homeowner !!!

Sent from my iPhone



Seyedamir Kaboli Farshchi <farshchs@bloomington.in.gov>

6th st parking

1 message

Laplume88

Mon, Feb 8, 2021 at 5:02 PM

To: farshchs@bloomington.in.gov

Hello, I have lived in on 6th st since 1976. I own 5 houses on 6th st. Years ago the neighborhood requested staggered parking as a remedy to frequent accidents. Having parking on both sides will make it really hard to pass other vehicles especially if a van or larger. Spaces are needed to pull to one side. There might be slower traffic if parking on both sides. Use parking as traffic calming? The houses on the last block of Kirkwood, from pine to Adams, only have access from alley behind. One needs to turn south from 6th into the alley and everyone swerves north first to make the access. If cars are parked on north side it will affect the access. So anyway not sure parking on both sides is a good idea especially since it was requested the way it is years ago. Please share this with committee
Thanks, Karen Cherrington



Seyedamir Kaboli Farshchi <farshchs@bloomington.in.gov>

6th st parking

1 message

Laplume88

To: farshchs@bloomington.in.gov

Fri, Feb 19, 2021 at 12:45 PM

Hello, i'm emailing again as I wonder if it has been brought to your attention how bad it is for parking currently on those sections of 6th st because of all the snow. There is no way it would be passable at all if parking was on both sides. Really just not enough room. I know there isn't always snow but still not enough room. Please pass this on. Thanks, Karen Cherrington

**To: TRAFFIC COMMISSION
STAFF REPORT**

**Case #: 21-04
Date: February 24, 2021**

From: Raye Ann Cox, Parking Enforcement Manager; Amir Farshchi, Long Range Planner; Neil Kopper, Senior Project Engineer; Barbara E. McKinney, Assistant City Attorney; Beth Rosenbarger, Planning Services Manager; Michelle Wahl, Parking Services Director

Request: Title 15 Amendments -- Changes to Schedules

REPORT

The City staff from the Planning and Transportation, Engineering, Parking Services division of Public Works, and Legal departments have compiled 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

The purpose of these recommendations is to address issues that have come to staff's attention through public requests, commissions' recommendations, or 180-day orders. The ordinance amending Title 15 and respective maps are included in the meeting packet. This request for changes to Title 15 is planned to be presented to the Traffic Commission on February 24, 2021 and Parking Commission on February 25, 2021.

The ordinance includes the following changes:

- Section 1 deletes four no parking zones on Sixth Street between Adams Street and Elm Street. *Amir Farshchi and Beth Rosenbarger*
 - The Traffic Case 21-04 about Sixth Street is planned to be presented to the Traffic Commission on February 24, 2021 by Amir Farshchi.
- Section 2 adds eleven no parking zones. *Neil Kopper*
 - A developer constructed the streets within Renwick, and the Board of Public Works accepted the streets into the City inventory.
 - The Traffic Case 21-02 about the Renwick area case is planned to be presented to the Traffic Commission on February 24, 2021 by Karina Pazos, Engineering Technician.
- Section 3 adds two loading zones to accommodate demands not addressed by the current parking regulations. *Michelle Wahl and Raye Ann Cox*
 - Loading zone near 1022 North College Avenue: Parking Resolution 20-07

was presented to the Parking Commission on 12/1/2020 by Raye Ann Cox and Michelle Wahl, the resolution was passed 5-0. The 180-Day Order 20-05 was issued for this case.

- Loading zone near 416 South Washington Street: effective for the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday; the loading zone changes to a parking space for the hours outside of the time restrictions. The area where the loading zone is located is in a limited parking zone area, meaning a 2-hour free parking area. The 2-hour free parking is Monday through Saturday, 8:00 a.m. to 5:00 p.m. The loading zone will be a free parking space Monday through Friday from 5:00 p.m. to 7:00 a.m. The loading zone will be a 2-hour free parking space from 8:00 a.m. to 9:00 p.m. on Saturdays. The loading zone will be a free parking space on Sundays. The Project School requested a loading zone to facilitate pickup and dropoff at this building, which they are using for classes. The 180-Day Order 20-06 was issued for this case.

Recommendation: Staff recommends that the Commission supports the changes to Title 15 and forward to Common Council with a positive recommendation.

ORDINANCE 21-

**TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED
"VEHICLES AND TRAFFIC"**

RE: Amending Chapters 12.32.080, Schedule M, "No Parking Zones," to remove four no parking zones and add eleven no parking zones and to amend Chapter 15.32.100, Schedule O, "Loading Zones," to add two loading zones.

WHEREAS, the Traffic Commission, Parking Commission, and City staff from the Planning and Transportation, Engineering, Parking Services division of Public Works, and Legal departments recommend certain changes be made in Title 15 of the Bloomington Municipal Code entitled "Vehicles and Traffic,"

NOW THEREFORE, BE IT HEREBY ORDAINED BY THE COMMON COUNCIL OF THE CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA, THAT:

SECTION 1. Chapter 15.32.080, Schedule M, entitled "No Parking Zones," shall be amended by removing the following language and adding the following language:

**SCHEDULE M
NO PARKING ZONES**

Remove:

| Street | From | To | Side of Street | Time of Restriction |
|---------------|-------------------------------------------|------------------------------------------|-----------------------|----------------------------|
| Sixth Street | 2 nd Alley East of Pine Street | Oak Street | South | Any Time |
| Sixth Street | 2 nd Alley East of Oak Street | Elm Street | South | Any Time |
| Sixth Street | Oak Street | 2 nd Alley East of Oak Street | North | Any Time |
| Sixth Street | Adams Street | 2nd Alley east of Pine Street | North | Any Time |

Add:

| Street | From | To | Side of Street | Time of Restriction |
|----------------|----------------|-------------------------------|-----------------------|----------------------------|
| Sixth Street | Adams Street | 110 Feet East of Adams Street | North | Any Time |
| Eva Hill Drive | Seminary Drive | End of cul-de-sac | North/East/West | Any Time |
| Eva Hill Drive | Seminary Drive | Nora Hill Drive | West | Any Time |

| | | | | |
|-------------------|----------------------------|-------------------|-----------------|----------|
| Hawksmoore Drive | Renwick Boulevard | Nora Hill Drive | East | Any Time |
| Hawksmoore Drive | Nora Hill Drive | Melville Circle | East | Any Time |
| Melville Circle | Hawksmoore Drive | End of cul-de-sac | North/East/West | Any Time |
| Ramsey Drive | Renwick Boulevard | Queens Way | East | Any Time |
| Ramsey Drive | Queens Way | Nora Hill Drive | East | Any Time |
| Renwick Boulevard | Moore's Pike | Ramsey Drive | West | Any Time |
| Renwick Boulevard | 265' North of Ramsey Drive | Queens Way | East | Any Time |
| Seminary Drive | Renwick Boulevard | Eva Hill Drive | North | Any Time |

SECTION 2. Chapter 15.32.100, Schedule O, "Loading Zones," shall be amended by adding the following:

| LOADING ZONES | |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 400 | Block of South Washington Street, first space north of the first alley south of East Smith Avenue on the west side at 416 South Washington Street, from the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday. |
| 1000 | Block of North College Avenue, first space south of West Fifteenth Street on the east side at 1022 North College Avenue |

SECTION 3. If any section, sentence or provision of this ordinance, or application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions or application of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4. This ordinance shall be in effect after its passage by the Common Council and approval of the Mayor, any required publication, and, as necessary, other promulgation in accordance with the law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this _____ day of _____, 2021.

JIM SIMS, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana,
upon this _____ day of _____, 2021.

NICOLE BOLDEN, Clerk,
City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2021.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This Ordinance amends Title 15, "Vehicles and Traffic," of the Bloomington Municipal Code and comes forth at the request of City staff and the Parking and Traffic Commissions. The ordinance makes the following changes:

- It deletes four no parking zones in the Sixth Street and Oak Street areas.
- It adds eleven no parking zones in the Renwick area.
- It adds two loading zones.

Removing No Parking Zones:

- On Sixth Street from 2nd Alley East of Oak Street to Elm Street on South Side of Street
- On Sixth Street from Oak Street to 2nd Alley East of Oak Street on North Side of Street
- On Sixth Street from 2nd Alley East of Pine Street to Oak Street on South Side of Street
- On Sixth Street from Adams Street to 2nd Alley east of Pine Street on North Side of Street

Adding No Parking Zones:

- On Sixth Street from Adams Street to 110 Feet East of Adams Street on North Side of Street



The above photo shows 6th St. between 1st alley east of Pine St. to Pine St. from east to west



The above photo shows 6th St. between 1st alley east of Oak St. and Oak St. from west to east



The above photo shows 6th St. between 1st alley east of Pine St. to Pine St. from west to east

Adding No Parking Zones:

On Eva Hill Drive, Hawksmoore Drive, Melville Circle, Ramsey Drive, Renwick Boulevard, Seminary Drive

EXISTING NO PARKING SIGNS TO CODIFY

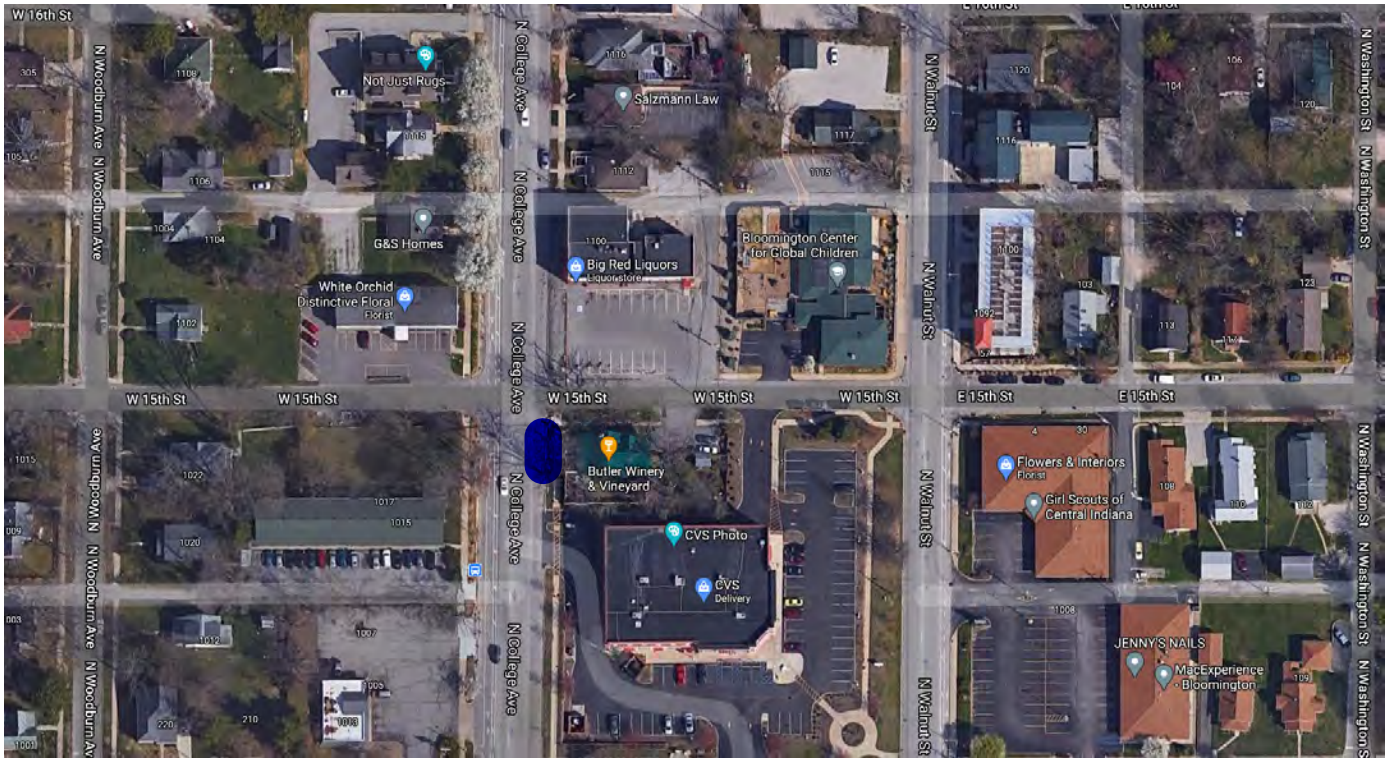


LEGEND

 CODIFY SIGNS

Adding Loading Zone:

On 1022 North College Avenue, first space south of West Fifteenth Street on the east side.



Adding Loading Zone:

416 South Washington Street, the first space north of the first alley south of East Smith Avenue on the west side from the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.

