

Dave Rollo helped open the Nov. 5 city council meeting by saying last week's election had brought him hope. He now believed our country had a chance to be saved from what the previous administration had wrought, including its "attack on the rule of law."

Rollo then joined seven other council members in ignoring the law.

Mayor Kruzan addressed the council that evening. He thanked members for always being supportive of city staff. Eight council members then ignored staff disapproval of an amendment to the city's traffic ordinance.

Kruzan also praised Public Works Director Susie Johnson for her work developing a "green program" for city employees. It includes an anti-vehicle idling program designed to reduce carbon emissions contributing to global warming.

Eight council members then voted to increase carbon emissions from vehicles that drive on Henderson Street.

All this began two weeks ago, when council member Isabel Piedmont-Smith wanted a new **stop sign** placed on Henderson Street at its intersection with Allen Street. Its installation, she claimed, was the only safe way to walk or bike to Bryan Park from the west for neighborhood residents. Justin Wykoff, the city's manager of engineering services, was given the task of investigating that claim.

Wykoff twice explained to the council why Henderson should not have a new **stop sign**. He explained that Indiana law IC 9-21-4-1 requires Bloomington follow standards set forth in the Manual on Uniform Traffic Control Devices. He reminded members that they had approved an ordinance mandating the manual be followed when installing new traffic control devices.

Wykoff then thoroughly reviewed why the proposed **stop sign** on Henderson did not even come close to meeting the necessary conditions listed in the manual, though that was not what council members wanted to hear.

Accidents? Zero. Not even one between cars, bicycles or pedestrians.

Speeds? Drastically reduced since the city installed a traffic island at the park entrance on Henderson.

Traffic volume on side streets? 5,618 vehicles travel Henderson on an average day, with only 121 using Allen Street. About 43 pedestrians cross there, and no pedestrian or car ever had to wait more than 30 seconds for traffic to clear.

Line of sight problems? None.

The required conditions necessary to install a **stop sign** that are listed in the uniform traffic manual simply don't exist.

But the anti-motor vehicle council members voted to force those 5,618 vehicles using Henderson to now stop every time they use that street, even though most of the time, there is no other car or pedestrian in sight.

That is 5,618 vehicles now wasting time and spewing increased carbon emissions as they slow, stop and accelerate at that **stop sign**.

The new traffic island already enables a cyclist or pedestrian to travel a mere 11 feet to reach a resting point midstreet. Wykoff estimated that takes an adult approximately four seconds. In addition, the city currently has plans to improve or construct sidewalks on both sides of Henderson along Bryan Park.

Wykoff suggested revisiting this request once all the improvements were finished, and the crosswalk was in use for a more extended period. That seemed most reasonable, given the facts of the matter.

But every council member except Brad Wisler voted to ignore the engineering studies and state and city statutes. Global warming merely is an inconvenient truth in this case. Increased carbon emissions are something we will have to live with. And all that support for city staff by council members? Another time, thank you.

Council members repeatedly have proved themselves unfriendly to motorists. They are driven by an agenda to put Bloomington afoot, ignoring reality and common sense. It is time for that — and them — to change.

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