
MEMORANDUM

To: Common Council

From: Andrew Cibor, City Engineer; Raye Ann Cox, Parking Enforcement Manager; Neil Kopper, Senior Project Engineer; Scott Oldham, Captain of Operations of Bloomington Police Department; Aleksandrina Pratt, Assistant City Attorney; Ryan Robling, Planning Services Manager; Beth Rosenbarger, Assistant Director of Planning and Transportation; Michelle Wahl, Parking Services Director

Date: October 4, 2023

Re: Proposed Ordinance # 23-28, to make various amendments to Title 15

City staff from the Engineering, Legal, Parking Services division of Public Works, Planning and Transportation, and Police departments have compiled a number of recommendations for changes to Title 15, the vehicle and traffic section of the Bloomington Municipal Code. Proposed Ordinance #23-28 would make these changes.

The proposed changes will address concerns that have been identified through staff's review of the existing code, public requests, recommendations from related commissions, or as mandated by 180-day orders. The maps attached will provide a visual representation of these proposed changes.

The ordinance includes the following changes:

- Section 1:
 - An update to the “temporary, experimental or emergency traffic regulations” to clarify roles and responsibilities of the city engineer and chief of police in making regulations necessary effectuate the provisions of title 15 and any other city traffic ordinances.
 - This change matches the language of title 15 to internal best practices. This will grant the city engineer the power to issue 180-day orders, and clarify that the chief of police is responsible for enforcing those orders. Currently 180-day orders can only be issued by the chief of police.
- Section 2:
 - Removes one stop intersection on Crescent Road at Fountain Drive.
 - Removes one stop intersection on Fountain Drive (westbound) at Eleventh Street.
 - Adds one stop intersection on Fountain Drive (Eastbound) at Crescent Road.
 - Adds one stop intersection on Eleventh Street at Fountain Drive.
 - This is a result of the B-Line Connection Project which will connect the B-Line Trail's Adams Street terminus with the 17th Street multiuse path near I-69. It involves reconstructing the Fountain/Crescent and

- Fountain/11th intersections and reevaluating traffic control based on factors like traffic volume and geometry, per the Indiana Manual on Uniform Traffic Control Devices (MUTCD). The alignment at the Crescent/Fountain intersection will change to accommodate new traffic patterns. Shown in Map 01.
- Adds two stop intersections on the Alley between Kirkwood Avenue and Sixth Street at Dunn Street, and Indiana Avenue.
 - The current alley layout resembles a street rather than a typical alley. Installing two stop signs will alleviate confusion and conflicts at these intersections. The Traffic Commission voted to forward TC-23-05 to the Common Council with a positive recommendation. Shown in Map 02.
 - Adds one stop intersection on the Alley between Dunn Street and Henderson Street at Driscoll Street.
 - Adds one stop intersection on the Alley between Dunn Street and Palmer Avenue at Driscoll Street.
 - The current alleys resemble neighborhood streets rather than a typical alley. Installing stop signs will alleviate confusion and conflicts at these intersections. The Traffic Commission voted to forward TC-23-06 to the Common Council with a positive recommendation. Shown in Map 03.
- Section 3:
 - Modifies one-way traffic on Henderson Street between Second Street and Hunter Avenue to allow for two-way bicycle traffic.
 - The Henderson Neighborhood Greenway is identified as a high property bicycle network connection, but it currently allows only one-way traffic. The proposed change maintains one-way traffic for motor vehicles but enables two-way bicycle travel. Shown in Map 04.
 - Section 4:
 - Modifies the posted speed of Seventeenth Street from Monroe Street to Jackson Street from 35 MPH to 30 MPH.
 - The proposed change will limit maximum speeds on Seventeenth Street adjacent to the Seventeenth Street Multiuse path to 30 MPH.
 - Section 5:
 - Adds back in angle parking on Pete Ellis Drive from Longview Avenue to 350' North of Longview Avenue.
 - Back in angled parking was originally proposed as part of PUD-31-21. The PUD was approved by the Plan Commission on April 12, 2021. The back in angled parking was reviewed and approved by Planning and Transportation and Engineering and constructed in 2023. Shown in red on Map 05.

- Section 6:
 - Adds no parking zone on the south side of Eight Street from Walnut to First four spaces east of Walnut Street between the hours of 9:00 p.m. to 4:00 a.m.
 - Adds no parking zone on the west side of Swain Avenue from State Court Street to 30' S. of 3rd Street between the hours of 6:00 p.m. to 8:00 a.m.
 - These are corrections, as the current restrictions were incorrectly included in the “limited parking zone” section of Title 15.
 - Adds no parking zone on the south side of Southern Drive from Grant Street to End of the street.
 - Originated from reports from the Sanitation Division stating that sanitation trucks cannot access solid waste carts on East Southern Drive due to parked vehicles, requiring manual cart retrieval. City regulations mandate a minimum of 12 feet for traffic movement; self-regulation on low-traffic streets is the norm unless issues arise. The Traffic Commission voted to forward TC-23-08 to the Common Council with a positive recommendation. Shown in Map 06.
 - Adds no parking zone on the north side of Wilson Street from Park Avenue to 48' west of Park Avenue.
 - Residents reported difficulty turning from Park Avenue to Wilson Street due to sight limitations due to park vehicles. The Traffic Commission voted to forward TC-23-03 to the Common Council with a positive recommendation. Shown in Map 07.
 - Adds no parking zone on the north side of Third Street from 40' east of Eastside Drive to Rose Avenue.
 - This change is included as part of the creation of a new bus zone in section 9.

- Section 7:
 - Removes the limited parking zone on the north side of Allen Street from 220' West of Rogers Street to Rogers Street.
 - This request came from the neighborhood residents, and had support of local businesses. The Parking Commission voted to forward PC-23-01 to the Common Council with a positive recommendation. Shown in Map 08.
 - Removes the limited parking zone on the south side of Eight Street from Walnut to the first four spaces east of Walnut Street.
 - Removes the limited parking zone on the west side of Swain Avenue from State Court Street to 30' south of Third Street.
 - These changes are part of the correction seen in section 6.
 - Removes the 10 minute limited parking zone on the north side of Third Street from Eastside Drive to Rose Avenue.
 - This change is included as part of the creation of a new bus zone in section 9.
 - Adds 15 minute limited parking zone on the north side of Third Street from Eastside Drive to 80' west of Eastside Drive.
 - Allows for the creation of a bus zone. This change can be seen in section 9.

- Section 8:
 - Adds a loading zone to the north side of 2800 block of Longview Avenue from 100' to 180' east of South Williamsburg Drive.
 - Loading zone was originally proposed as part of PUD-31-21. The PUD was approved by the Plan Commission on April 12, 2021. The loading zone was reviewed and approved by Planning and Transportation and Engineering and constructed in 2023. Shown in blue on Map 05.
- Section 9:
 - Adds bus zone on the north side of Third Street from Eastside drive to 40' east of Eastside Drive.
 - Creates a new bus zone on Third Street.

The anticipated fiscal impact of these proposed changes is minimal. Generally, anticipated expenditures to add or remove signs, poles, etc. related to the Title 15 changes proposed, are covered by the 2023 Budget.

Map 01



Map 02



Map 03

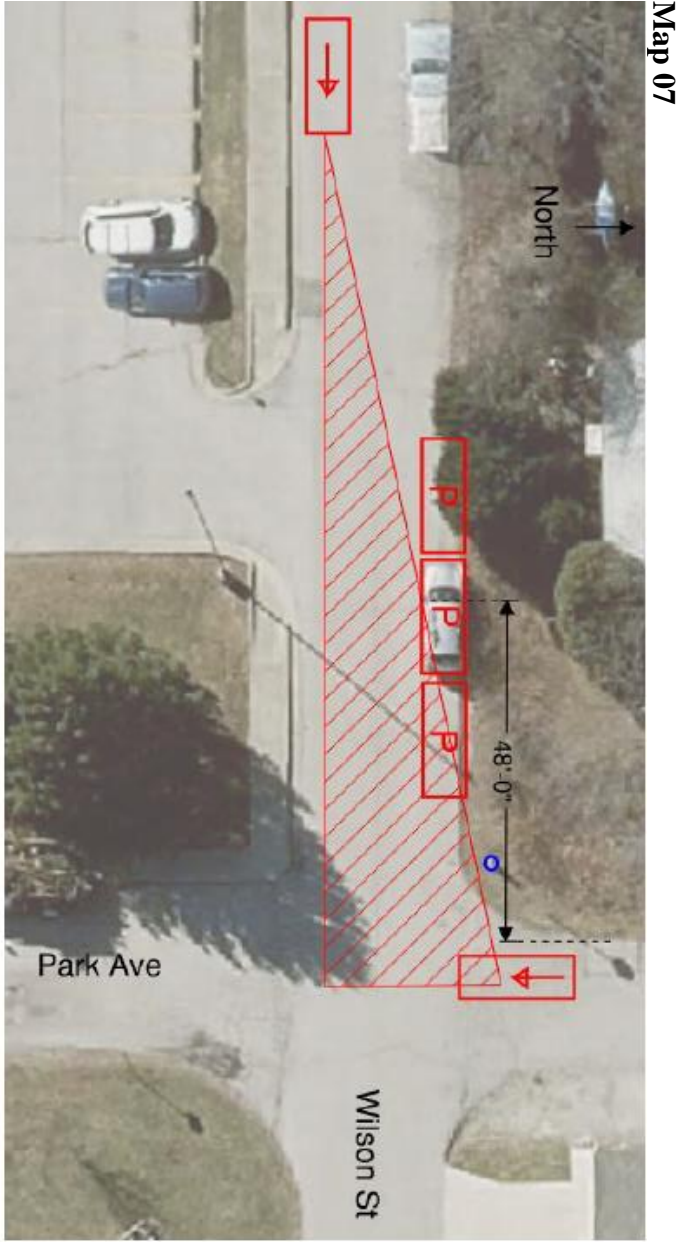


Map 04



Map 05





Map 08

