



MEMO FROM COUNCIL OFFICE:

To: Members of the Common Council

From: Ash Kulak, Deputy Council Administrator/Attorney

Date: October 11, 2024; updated November 1, 2024

Re: [Ordinance 2024-23](#) - To Amend Title 15 of the Bloomington Municipal Code Entitled "Vehicles and Traffic" - Re: Amending Section 15.12.010 (Stop Intersections) to one remove stop intersection on Seventh Street from Schedule A and add one multi-stop intersection on Seventh Street to Schedule B

Synopsis

This ordinance is sponsored by Councilmembers Flaherty, Rosenbarger, and Stosberg and amends Title 15, "Vehicles and Traffic," of the Bloomington Municipal Code. The ordinance makes the following change:

- Replaces one stop intersection with a multi-stop intersection along Seventh Street at Dunn Street.

Relevant Materials

- [Ordinance 2024-23](#)
- Councilmember Sponsor Memo
- 180-Day Orders (4)
- Materials from previous meeting packets
 - Engineering Staff Memo for [Ordinance 2024-11](#)
 - Additional 7-Line Data for [Ordinance 2024-11](#)
- [*New Material*] Updated Data Regarding 7-Line Corridor from City Engineer

Summary

[Ordinance 2024-23](#) proposes to amend [Section 15.12.010](#) within Title 15 ("Vehicles and Traffic") of the Bloomington Municipal Code (BMC) by converting the Seventh Street and Dunn Street intersection to a multi-stop (or all-way stop) intersection.

History

In August 2020, [Ordinance 20-14](#) was adopted, which made various amendments in Title 15 to accommodate the design and construction of the "7-Line" project located along 7th Street. Intersections along 7th Street were converted from all-way stop locations to instead operate so that traffic on Dunn Street, Grant Street, Lincoln Street, Washington Street, and Morton Street would stop for traffic along 7th Street.

In March of 2023, the Engineering Department prepared a staff report about the 7th Street corridor along the 7-Line. The report was reviewed and discussed by both the Bicycle & Pedestrian Safety Commission (at its [March 20, 2023 Meeting](#)) and the Traffic Commission (at its [March 22, 2023 Meeting](#)). At the time, city staff recommended reinstatement of all-



way stop controls along each of the five intersections along the 7-Line at 7th Street and Dunn, Grant, Lincoln, Washington, and Morton Streets.

At their March 2023 meetings, both commissions voted to support the conversion of the 7th Street and Dunn Street intersection from a one-way stop to an all-way stop, but neither commission voted to support the conversion of any other intersection along the 7-Line to an all-way stop. Consistent with the commissions' recommendations, a 180-day order was issued, pursuant to [BMC 15.08.040](#), on April 10, 2023 (effective April 12, 2023) for the intersection of 7th Street and Dunn Street, with an expiration date of October 9, 2023.

By September of 2023, after confirming that reinstallation of all-way stop control had successfully reduced crashes at 7th Street and Dunn Street, city staff sought to codify this change from one-way to all-way stop control at only this one intersection, in line with the recommendations by both commissions, which came forward as [Ordinance 23-23](#).

At the Common Council's [October 4, 2023 Regular Session](#), the Council adopted Amendment 01 to [Ordinance 23-23](#) to add three additional intersections along Seventh Street at Lincoln Street, Washington Street, and Morton Street to the list of intersections to be converted to all-way stop control. The Council passed [Ordinance 23-23](#) as amended by a vote of 5-4. Mayor John Hamilton subsequently vetoed [Ordinance 23-23](#) and sent a [veto message](#) to the Council. At its October 18, 2023 Regular Session, the Council failed to achieve a two-thirds (2/3) vote required to override the veto.

Subsequent 180-day orders for the intersection of 7th Street and Dunn Street were issued on October 5, 2023, April 10, 2024, and again on October 4, 2024. This latest 180-day order remains in effect with an expiration date of April 1, 2025.

In presenting to the Traffic Commission on April 24, 2024, city staff again recommended reinstallation of all-way stop controls at all five intersections along the 7-Line. The [packet of materials](#) for this commission meeting included Engineering Director Andrew Cibor's two reports on the 7-Line from March 2023 and April 2024, both of which summarized bicycle traffic data, transit metrics, pedestrian activity, motor vehicle traffic, parking impacts, and crash data, and applied Indiana Manual on Uniform Traffic Control Devices (MUTCD) guidance for all-way stop control to the intersections along 7th Street. The Traffic Commission voted to recommend support for instituting all-way stop control along the 7-Line at Dunn Street and Morton Street, but not at Washington Street, Lincoln Street, or Grant Street.

City staff then proposed [Ordinance 2024-11](#) to the Common Council at the [May 15, 2024 Regular Session](#) in line with the City's and Traffic Commission's recommendations to codify the changes to the intersection of 7th Street and Dunn Street that had been in place for over a year. This proposal also included codification of additional all-way stop control at the remaining four intersections on the 7-Line, including three intersections (Washington, Lincoln, and Grant) at which the Traffic Commission did not recommend reinstating all-



way stop control. At its May 15 Regular Session, the Council indefinitely postponed this item of legislation by a vote of 7-2-0. The item remains effectively defeated.

Council Consideration of Ordinance 2024-23

Ordinance 2024-23 would codify this all-way stop at Seventh and Dunn that has been in practice for the past year with the issuance of three 180-day orders. It is needed to codify the all-way stop before the 180-day order expires in April next year. This ordinance comes in the wake of two previously unsuccessful proposed ordinances that would have codified this change but also included reinstating all-way stop control at several other intersections along the 7-Line.

Because this ordinance only addresses the Seventh and Dunn Street all-way stop and none of the others, it is being sponsored by three councilmembers and is not being brought forward by the Engineering Department. Please note that City Engineer Andrew Cibor's memorandum from Ordinance 2024-11 is being included with this packet for your reference, but it is not a memorandum for this item of legislation. Please view the sponsor memo for more information as to why this item is being sponsored by councilmembers, in conversation with pertinent City staff.

Updated 7-Line Corridor data provided by the City Engineer has been included in the legislative packet for this item.

Contact

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