

**Hybrid Meeting**

Location: Shower's Building, 501 N Morton Street, Bloomington, IN 47404, Room 211

Virtual: ZOOM

**Chairman:** Toby Turner

**Members Present:** Lisa Ridge, Paul White Sr., Amanda Turnipseed, Reed Adams, Russell Brummett (proxy for Brad Swain)

**Members Absent:** Joe Goss

**Staff:** Paul Satterly (Highway Engineer), Ginger Henson (Secretary) and Jason Voyles (TSD)

**Guests:** Gloria Thompson (for Highland Parks Estates Subdivision)

**I. CALL TO ORDER**

Toby Turner called the May 19, 2022 meeting of the Monroe County Traffic Commission to order at 1:31 p.m.

**II. LAST MEETING MINUTES**

Paul White makes a motion to APPROVE the meeting minutes for February 17, 2022. Reed seconded the Motion. Vote: 5 – 0, 1 Abstain, Motion Carried

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Abstain*

*Toby Turner - Yes*

*Reed Adams - Yes*

**III. NEW BUSINESS**

***A. No Parking Request for Production Drive and Commercial Street***

Paul Satterly stated we received a request from Mr. Glenn Harris to restrict parking on Production Drive mostly because of the first business on the right as you come into the development parks along the street, sometimes large equipment, sometimes not exactly close to the curb. It also blocks the view with the intersection at Commercial Street. He inspected the area. The road is wide enough, if people park properly; however, because of the view being blocked at the intersection, Paul Satterly recommends that no parking be established on the west side of Production Drive. On Commercial Street, people are also parking on both sides of the street, he recommends that we restrict parking on the south side of Commercial Street.

Paul Satterly noted that Rumpke Waste Transfer Facility will be under construction sometime this year. His recommendation is that when that opens, we prohibit parking on both sides of Production Drive at that time. Toby has two questions, is there a reason that you picked one side versus the other? Paul Satterly replied, when cars park on the west side near Commercial Street, it blocks the view at the intersection so you can't see vehicles approaching from Production Drive. Toby stated, so it takes care of the sight distance issue, but aren't those folks just going to move to the other side of the street? Paul Satterly replied, most likely, temporarily, until we prohibit

parking on the other side of Production Drive. He said there were some suggestions that we just prohibit parking on both sides now, but he doesn't know when Rumpke's facility will actually open. It may take a couple of years.

Toby asked Russel if he can write a ticket for people parking the opposite direction as the flow of traffic. Russell said the city has that ordinance, the county does not, so people are allowed to park facing either direction on county roads.

Reed said this seems like a reasonable accommodation. He takes the bus to the auto place at the end of it right now and it seems like a lot of people have no choice but to park on the street because their lots are full. So if we can leave some parking on the street, at least for now, that would be nice. Paul Satterly has seen where they actually park on both sides of the street and that makes it really tight, cars okay maybe, but trucks, not so good. Toby said there is a photo of them parked on both sides of the street in the packet. Reed said with 31 feet, parking on one side makes a big difference.

Paul White said if you were to restrict all parking on the street, where will vehicles park? Lisa stated, eventually that is going to happen. Once Rumpke goes in, no parking will be established for the whole street. Paul Satterly said, most likely, the parking will move to Commercial Street. Toby said it looks like most people have pretty big parking lots there. Paul Satterly, it's just the business on the northwest corner of Production Drive and Commercial Street is where they have an issue. He thinks they store a lot of materials in the parking lot and then that doesn't allow much room for parking so they are parking out in the street. He thinks it is a roofing company.

Paul White asked, so if or when we restrict all parking, then they're just going to have to find someplace else to store the stuff that is taking up space in there parking lot? Paul Satterly, said that's correct. Russell asked if we would notify the business that this is going to happen and they might want to think about alternatives for their parking lot. Paul Satterly agreed that we can. Paul White thinks that would be a good idea. Paul Satterly said we can at least let them know what the plan is, that we'll allow parking on the east side for now and once Rumpke goes in we're going to have to eliminate parking on both sides of Production Drive. Amanda asked if there is a reason the parking has to be eliminated once Rumpke goes in. Is it due to the size of the Rumpke trucks? Paul Satterly said it's due to the size of the trucks, the trash trucks going in and semi's going out all day long for their waste transfer. Toby doesn't have anything else, it all makes sense to him.

Amanda is perplexed. She'd hate to put the burden on the business that is going to require them to invest in finding an alternate place for their storage or for parking. She feels like we are giving preferential treatment to one business over another if we take away the parking to allow Rumpke to come and go with their equipment, but then we're removing the parking from the current existing business and changing their use. Lisa said this didn't originate because of Rumpke. This came from a business out there. Amanda asked if this was a decision that was already made that this will have to happen when Rumpke goes in and this is just for the interim. Ginger pointed out if you look at page four you can see how badly they are blocking traffic. Amanda knows, she definitely agrees that it needs to be limited to one side of the street. Her concern is the total elimination of parking. Toby said that's not even on the table at this meeting. It's just for the west side of Production Drive. Paul Satterly added and for the south side of Commercial Street. Russell agreed.

Toby said the future discussion was about further safety on the street. It's not about preferential treatment of one business over another. He would hope your business is designed to encompass what you're doing business with. Your parking lot and your materials are to be stored properly and you are not relying on on-street parking. Reed said for clarification, the motion is to do the one side no parking and doing the other side is just a thought that would have to come back to the Board for a vote a couple of years down the road. Paul Satterly, said we can see how the traffic passes each other and if there are safety issues too. In two years' time, we can see what's going on with the Rumpke traffic.

Russell makes a motion to APPROVE No Parking on the west side of Production Drive and on the south side of Commercial Street with the caveat that we will notify all businesses in that area of the future plan to eliminate parking altogether on Production Drive. Reed seconded the Motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes*

*Reed Adams - Yes*

***B. Increase Speed Limit on Hunter Creek Road***

Paul Satterly stated we are hopefully going to be finishing up our Hunters Creek Road project at the end of June. The new roadway is designed for 35 mph speed. The existing speed limit is 30 mph so this is a request to change the ordinance to allow for the increase in speed limit due to the new roadway construction.

Lisa make a motion to APPROVE increasing the speed limit to 35 mph on Hunters Creek Road. Russell seconded the Motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes*

*Reed Adams - Yes*

***C. Reduce Speed Limit for Highland Park Estates Subdivision***

Paul Satterly said we received this request from Gloria Thompson. She is concerned about speeding cars and trucks in the neighborhood now that it is open up to the Ellettsville subdivision north on Centennial. Toby asked if that was open. He thought it closed. Lisa confirmed it is open, it was opened by the developer. Ellettsville annexed a house back there and that included them making an opening. Toby thought the matter was in court and it closed. Lisa confirmed it is still in court, but the connection between the two neighborhoods did open. Paul Satterly added it has been paved too.

Paul Satterly said the current speed limit on Centennial is 30 mph. Speed limits haven't been established for the other roadways; although, the county has only taken in the portion of roads that are highlighted in pink. So we've actually just taken in stubs of Cheryl, Denise and Emma. We haven't taken in any of Hull Drive yet. To help reduce the speeding, Paul Satterly recommends that we reduce the speed limit to 25 mph. That is something we've done for many of our subdivisions within the county due to the geometry and congested nature and characteristics of the neighborhoods. His recommendation is to lower the speed limit to 25 mph on Centennial Drive and then establish the speed limit at 25 mph for Cheryl, Denise and Emma. We'll have to hold off on Hull until it is taken in by the county so delete Hull, please.

Russell asked, what does the code recommend for subdivisions. Paul Satterly said that subdivisions are recommended to be posted between 20 – 30 mph. No less than 20, no more than 30. Toby asked if we've seen it be effective changing the number on the sign to reduce speed. Paul Satterly, said yes, we've done it for Van Buren, for example, and it has cut down the number of complaints quite a bit. When people see 25, they're thinking 25 – 29. But when they see 30, they're thinking 30 – 39.

Lisa makes a motion to APPROVE lowering the speed limit to 25 mph on Centennial Drive and establishing the speed limit at 25 mph for Cheryl Drive, Denise Drive and Emma Drive. Amanda seconded the Motion. Vote: 4 – 2, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – No*

*Russel Brummet – No*

*Toby Turner - Yes*

*Reed Adams - Yes*

***D. Reduce Speed Limit for Rockport Road between I-69/SR 37 & Tapp Road***

Ginger would like this request changed to Rockport Road between SR 37 & Bloomington City Limits because that is how it is recorded on the current ordinance. Paul Satterly said this is in anticipation of the construction at Fullerton Pike which is going to be coming up next year. The intersection of Fullerton and Rockport Road, because of the vertical curves and the impact on potential historic areas, would shorten up the vertical curve at the intersection which lowers the sight distance to a speed of 25 mph design speed. The speed limits on Rockport, south of 37 and north of Country Club are both set at 30 mph. So this is also an effort to unify the speed limit along Rockport Road. We also have horizontal curves at Hennessy and Wickens that have advisory speeds of 20 and 25. In addition, we have a crossing of Clear Creek Trail at the bottom of the hill that this would help improve the safety for sight distance and the reaction time at the pedestrian crossing. There are many reasons for this change, but he wanted to present it before beginning construction on Fullerton Pike.

Reed asked if he was referring to someone coming down the hill on Rockport Road toward Fullerton. Paul Satterly said he is referring to the vertical curve coming up the hill southbound at Fullerton will be designed at 25 mph on the approach to the traffic signal that will be constructed. Paul White asked if he was referring to what is now a 4-way stop. That is correct. It will be changed to a traffic signal once Fullerton Pike is constructed. Reed said the piece of Rockport

that is going from Fullerton Pike to 69 is kind of big and wide, it's going to be weird for people driving on it to only go 30 mph. So you're talking about physics, stopping, negotiating the intersections being the challenge. Paul Satterly said, right, but then the speed limit changes to 30 as you approach the Rockport Bridge over 69. Reed asked, so it's really only 30 mph as Rockport goes all the way out into the country. That is correct, all the way to Rockeast. It changes to 35 before you get to Popcorn Road. Toby said it's also because of the curves and hills. It's a snake going through there. Reed said, he doesn't have a problem with the old section of Rockport that goes around the quarry, but this stretch has really been improved and it's nice and wide; it's kind of instinctual for drivers to go over 30 mph. Russell said there are some houses there too. Reed said, there are 2 driveways that come from the north and west and one on the other side of the road, but the house is way up above. Toby said there is a quarry right there and if he remembers correctly is just kind of up and down vertical curves. Reed agreed that once you go past Fullerton Pike to the north, it an old up and down road, but the piece from Fullerton Pike over the bridge is brand new wide road. Paul White agreed people want to go 55. Reed isn't advocating for interstate speeds, but he's just saying it's natural. Paul Satterly said actually the sight distance at That Road and Rockport isn't exactly the greatest. It doesn't have a side walk or anything so from the curve, that embankment goes straight up the hill and it's a little tough to see down Rockport. It is definitely not geared for 55 mph.

Reed would be inclined to start the 30 mph at Fullerton Pike and make it that way all the way to Tapp Road because that part of the road gets narrower, hilly and curving. Paul Satterly said that just leaves a small section at 35 which is troublesome sometimes if you have a short section of road with a different speed. Paul White said, so you want to make the whole road consistently one speed like we did on Old 37 North. Paul Satterly's preference would be to make it uniform so that people expect the same thing throughout Rockport Road.

Paul White makes a motion to APPROVE the Highway Engineer's recommendation to reduce the speed limit to 30 mph on Rockport Road from SR 37 to Bloomington City Limits. Lisa seconded the Motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes*

*Reed Adams - Yes*

***E. Add Yield Sign at Victor Pike SB for Fluck Mill Road/Victor Pike***

Paul Satterly said this is a situation we've seen before that's pretty common in the county where the roadway makes a sharp curve with the intersection of another roadway. This is Victor Pike at Fluck Mill. Currently, Fluck Mill stops for Victor Pike. We have two turn warning signs on either side of the intersection. To help clarify who has right away through the intersection, especially when you are southbound on Victor Pike turning left onto Fluck Mill, he recommends added a Yield sign with "to traffic from right" supplementary sign as well as a couple large arrow signs to designate how to navigate that corner.

Lisa was hoping Joe Goss was going to be here. She asked, did anyone look up the history on this intersection in past Traffic Commission meetings. The reason why she is asking is because we

have changed the signage at this intersection in the past and she is trying to prevent conflicting traffic by repeatedly changing the signage. She doesn't remember what the signage used to be, but it had something to do with the yield sign there and she wants to say it was eliminated.

Reed has been through there. He said, it's odd that southbound Victor Pike goes that way and Fluck Mill almost lines up with it so it looks like sometime in the past, you gave Fluck Mill priority to south S Victor Pike over the other. Is there more traffic coming from that way? Paul Satterly said the majority of the traffic now is on Victor Pike, mostly the stone trucks from the quarry and Fluck Mill is not really the priority because of the limited clearance on the old railroad bridge so the predominate movement is on Victor Pike. Reed asked if that had changed in the last 10 years. Paul Satterly doesn't know. Lisa said there hasn't been any new development out there or anything that would have changed the traffic. Toby said the only thing that would have changed would be the people coming from Ketchum Road cutting over to get on to Victor Pike and he doesn't know if that has changed at all. Lisa doesn't think that would be very much.

Lisa was trying to remember the history of it and she knows we have changed the signage and it had to do with the yield signs and stop signs at this intersection in the past. Since this is an in-house thing and Lisa didn't see any change in crash history when she pulled the crash history reports she wants to make a motion to table this until we can pull the previous conversations about this intersection. She wants to make sure we look at all avenues and the reason why we changed it then. She has nothing against Paul Satterly's recommendation at all. She just knows that we've discussed this before and that was the reason she wished Joe Goss was here. Toby agrees he'd like to know where the yield sign was posted in the past and why it was removed. Paul Satterly knows that he's witnessed yield signs being located on the wrong leg of intersections. We'll be talking about that on the next item. He doesn't know if this was one of them. Lisa doesn't either, but instead of just moving forward, she'd like to review what the conversation was before of why we changed the signage of this intersection. Paul White thinks it a good idea. Reed said it's a sound plan.

Lisa makes a motion to TABLE the discussion to add a Yield Sign at Victor Pike SB for Fluck Mill Road/Victor Pike until we can pull and review the history for this intersection. Paul White seconded the motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes*

*Reed Adams - Yes*

***F. Remove Stop Sign/Add Yield Sign at Intersection of Chapel Hill Road and Guthrie Road***

Paul Satterly said this is another location that has been changed many times. He's suggesting a final change to make it uniform with what we have been doing with all of our fun triangular shaped intersections. Paul White said we could just make it an all-way stop. Paul Satterly said traffic volumes are really low so that would be frustrating. Currently this has a stop sign for Guthrie and Chapel Hill northbound, but does not have anything for Chapel Hill westbound.

Paul Satterly continued, a situation like this can cause confusion for motorists, not knowing who you are stopping for, whose got right-of-way and so forth. His suggestion is to make the Chapel Hill/Guthrie Road the through movement, eliminate the stop sign on Guthrie, keeping the one on Chapel Hill with the “cross traffic does not stop” supplemental sign and then adding a yield sign for westbound Chapel Hill road. We should also add a couple of turn warning signs for the Chapel Hill/Guthrie Road through movement, which is typically the majority of traffic for people driving around the south side of the reservoir. That is the movement, he thinks should be favored for this intersection. As Ginger noted it has had quite the history of changes and maybe there’s a stop sign missing, he doesn’t know. He started fresh without knowing what had been going on at this intersection and made the recommendations based on the geometry and traffic that is out there today.

Toby asked if the ordinance has three stop signs there. Ginger said that is why she listed the three ordinances that we have. It appears that it should be a three-way stop unless 92-25, Chapel Hill for Guthrie Road and 98-46, Chapel Hill NB for Guthrie Road is a duplicate referring to the same side of the intersection. Lisa doesn’t think this intersection was ever set up as a 3-way stop. Paul Satterly thinks it had those “Y” intersection warning signs at one time. Lisa said we should have history in Cartegraph of any signage at this intersection. Toby said this road is getting ready to get a little faster because it, actually both roads are probably going to get paved next week. East Guthrie road first and then Chapel Hill from here to the county line. The leg of Chapel Hill going north is not. Also another thing that is misconceiving about this intersection is, the way it has been paved in the past and will be again, is they pave Chapel Hill and go up then turn onto and pave Guthrie. If you are following what gets paved, you would feel like you are just coming to the intersection and going around the curve/corner similar to the Delap and Mt Tabor intersection. There where Delap meets and Mt Tabor takes off, sometimes you don’t want to stop.

Russell says this looks like it just tees into it. Paul Satterly said from the drawing that is what it looks like, but actually it’s more of a straight shot. Toby agreed. Russell asked if we could change the way we paved. Toby said we’d have to tear out the whole intersection. Paul Satterly said it’s paved that way to facilitate the drainage. Toby is fine with what Paul recommends, but he’d like to see warning signs that traffic patterns have changed or something of that nature. He saw those at Leonard Springs and Fullerton Pike when we pulled out the stop signs. Paul Satterly said that was done as part of the I-69 project. Toby thought he remembered some signage. Paul Satterly said INDOT did those. Toby said that kind of caught his eye that something is getting ready to happen here and wondered if that was something worth doing here if we’re going to change the traffic pattern. Russell asked if the sight distance is good in that area. Paul Satterly said they’re decent. This is just mostly to clarify who has right of way because right now just having a two out of three leg stop is confusing. The person coming down Guthrie doesn’t know whose stopping. They could think they have right away because they see the other stop sign and then get clobbered by the guy coming down Chapel Hill.

Russell makes a motion to APPROVE the Highway Engineers recommendations to add a Yield sign for WB Chapel Hill Road and to remove the stop sign for EB Guthrie Road and to add the warning signs as indicated. Paul White seconded the motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes  
Reed Adams - Yes*

***G. Correct Wording on Ordinance for Yield Sign located at Ison Road/Tower Road Intersection***

Paul Satterly said the through route is on South Ison Road which comes from the north, makes the curve west where it continues onto West Ison Road. It has warning signs indicating that is the through movement. There was a yield sign on the eastbound approach on Ison Road. There are two stop signs, one for Tower Road and one for Ison Road South which are okay. But the yield sign for eastbound didn't make any sense and it should actually be located on the southbound leg of Ison Road. So if you're going south on Ison and you want to turn left onto Tower Road or go straight across to Ison South you are yielding to the folks coming from the west and going around the corner. This is cleaning up the location of the Yield sign as well as the wording on the ordinance. Toby asked, so it should just be one yield sign. Paul Satterly said correct. Paul Satterly doesn't know if there used to be a yield sign on the southbound sign too, but this is just a cleanup.

Russell makes a motion to APPROVE the Highway Engineer's recommendation to put a yield sign on the southbound leg of Ison Road South and to correct the wording of the ordinance. Original wording was Ison Road EB for Ison/Tower Road Intersection. The correct wording is "Ison Road South SB for Ison Road West/Tower Ridge Road". Reed seconded the motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes  
Lisa Ridge – Yes  
Paul White – Yes  
Russel Brummet – Yes  
Toby Turner - Yes  
Reed Adams - Yes*

***H. Correct Wording/Signage on Ordinance for Stop Sign located at Ison Road West for Ison Road South***

Ginger said this is the same intersection. Regarding the yield sign I circle on the map, on the ordinance it shows it should be a stop sign, Ben told me there was a yield sign there and Paul Satterly told me he has already taken it out. So the ordinance for the stop sign needs deleted to be correct. Paul Satterly asked, which stop sign. Ginger said, if you look at the picture I circled the one located on Ison Road West eastbound for Ison Road South. The ordinance says westbound, but Ison Road West WB for South Ison Road doesn't exist. Paul Satterly asked, there was a stop sign there, oh my. Ginger said, on the ordinance that is what it says so the ordinance needs deleted. Toby asked if we also needed to correct the spelling of the ordinance on Isom Road to Ison Road. The back page has Isom with an m. Ginger said if the ordinance is deleted, it doesn't really matter that it was misspelled.

Russell makes a motion to APPROVE cleaning up the wordage and deleting the stop sign on the ordinance. Paul White seconded the motion. Vote: 6 – 0, Motion carried.

*Amanda Turnipseed – Yes*

*Lisa Ridge – Yes*

*Paul White – Yes*

*Russel Brummet – Yes*

*Toby Turner - Yes*

*Reed Adams - Yes*

#### **IV. OTHER DISCUSSION**

##### ***A. Speed Bumps***

Russell asked what would be the reason for not putting speed bumps in neighborhoods. Moores Pike has nice speed bumps for Hyde Park people. Lisa said the Traffic Commission discussed it years ago. A part of that is our snow plows don't like it and cost. We have a speed hump policy and it was passed years ago. We send it to the Homeowner's Association, they have to obtain signatures showing that 85% of the neighborhood want it and they pay for it. Russel asked what happens if there is no Homeowner's Association. Lisa said, we send it to the person that requests it. He asked, they would have to pay for it. Yes, and 85% of the subdivision must want them because most of the time, the subdivisions don't even want them. One or two people might want them. We take a real harassment on our rumble strips because they're so loud.

Russell asked if rumble strips affect the snow plows. Lisa said those are thermos so they're more like a thick layer of paint, it's not really asphalt. Speed humps are asphalt. Toby said rumble strips are noisy, you'd get noise complaints. Russell is just trying to think of different ways to help people out in subdivisions. We have a freshly paved road from Rockport Road to the new roundabout, so there cutting through Gordon Pike. Russell said there aren't too many houses on Wickens now and people are flying. They slow up a little bit going through the neighborhood, but then they come up the hill. Lisa said Penny Githens just sent her an email regarding that and she wrote her back that she thinks we've exhausted everything. We just talked about that to the HOA, they wanted permission to install it; we gave them permission.

Russell said that was on Wickens coming down from Gordon. Now we're getting calls from the Rockport Road side of Wickens. Russell has driven it and it is very nice and smooth. So when we have everybody in additions calling us up and wanting us patrol, we just can't do it. We just don't have the manpower to send officers to every neighborhood all the time. Plus, we'll run them for a week and two weeks later they're back to speeding. So he's looking for a different, more effective solution that maybe he can suggest to people that call in and say maybe this is a possibility. He doesn't know if Highland has an HOA. Lisa said, they do, they have a very active HOA. When we bought right-of-way from one of the homeowners, we actually made the check out to the HOA. Russell said, so that could be something they could look into.

Reed said getting the road project done would be the best way to get the traffic out of there. Lisa agreed and it goes to letting next year. Reed asked if we are buying now. We are, we have purchased 13 out of 18 so far. We just made a deal for 2 more, so we only have 5 left, that's pretty good. We haven't had any issues. Reed asked if utility relocation will be this summer. She said, hopefully, it will be in the fall, but have you ever worked with a utility company. It's over 500 feet in length at this point. Ginger offered to send the speed hump policy to Russell if he wanted a copy of it. He does. Paul Satterly said, you will find that people hop over the speed humps like they aren't even there or if they slow down, they speed even faster between humps. Lisa said we

don't have any speed humps on county roads. Russell noticed that in additions, but the city does, what's the difference, they have snow plows too. Lisa said, what we put out are the rumble strips. Paul Satterly said, usually it's the people that live in the subdivision that is doing the speeding, but it gets blamed on cut-through traffic.

Reed is sure there is a lot of cut-through traffic too, there is a lot on Eagle View and Clear Creek Estates. There are 3 pathways to get to Batchelor, you either cut-through Highland Estates, Eagle View or Clear Creek Estates when things are backed up on Gordon Pike. He's lived all around there for 20 years so he can't wait for the road to get built. Russell asked about the rumble strips. Lisa said we just have those in various locations like the Hartstrait/Ratliff Road intersection, but it's not asphalt. There are some at the trails and on Fairfax/Sanders, Hartstrait Road, Dillman Road. We had a person from the Fairfax/Sanders area come to several meetings complaining about the noise from the rumble strips and they don't shut off in the middle of the night.

***B. Curry Pike Project***

Lisa asked Russell to just keep people out of our Curry Pike Project. Russell asked if we could put up concrete barriers. Russell said one of the office girls lives in that house where the barrels are or the fence is at and she said they are literally just going around them. He said we can have someone down there again, but there is no way we can have somebody there all of the time. Lisa said somebody from the Sheriff's Department contacted her Sunday. She talked to them, contacted our construction inspector and Milestone and Mike Corman at the fire station about putting a permanent barrier up there. Mike Corman said they did not have a problem with it at all.

Russell asked how long that is going to be blocked off. Lisa said through November. Paul Satterly said they laid out concrete pipe and set it to where they can't cut through unless they run over the concrete pipe. Lisa asked Mike Corman if she should reach out to anyone else in emergency services and he said no, we know the road is to be closed. As long as you leave a little gap, we might have emergency service cut through there, thinking I can still get through there and that is what these people are doing.

**V. DATE OF NEXT MEETING: June 16, 2022**

**VI. ADJOURNMENT: 2:23 PM**

The attached letter regarding No Parking on Production Drive and Commercial Drive was forwarded to the following addresses on June 9, 2022. – GH

Mitchell A Moriarty  
2701 Spencer Pike Road  
Springville, IN 47462

Nathaniel Hill, Katie Brooke, Mary Hill  
5001 S Production Drive  
Bloomington, IN 47403-8827

SBR Investments LLC  
299 W Moorman Road  
Bloomington, IN 47403

Moriarty Floor Covering, Inc.  
5003 S Production Drive  
Bloomington, IN 47403

5081, LLC  
3011 N Andy Way  
Bloomington, IN 47404

Rockport Investment Group LLC  
5110 S Commercial Street  
Bloomington, IN 47403-8827

Rumpke of Indiana LLC  
3990 Generation Drive  
Cincinnati, OH 45251

James Weinfurt  
5105 S Production Drive  
Bloomington, IN 47403-8828

Bloom Chavez LLC  
c/o Gena Chavez  
66 84<sup>th</sup> Street, Apt 5B  
New York, NY 10024

G-Jab Properties LLC  
5123 Production Drive  
Bloomington, IN 47403-8828

Daniel W Deckard  
110 S Pete Ellis Dr # 1  
Bloomington, IN 47408

5081, LLC  
5187 Production Drive  
Bloomington, IN 47403-8828

2G, LLC  
PO Box 4737  
Evansville, IN 47724

2G, LLC  
5117 S Commercial Street  
Bloomington, IN 47403-8821

JRRB, LLC  
201 S Franklin Road,  
Greenwood, IN 46143

SBR Investments LLC  
5069 S Production Drive  
Bloomington, IN 47403

Douglas G Strain  
5200 Production Drive  
Bloomington, IN 47403

Bloom Chavez LLC  
5092 S Production Drive  
Bloomington, IN 47403-8827

Daniel W Deckard  
5066 S Production Drive  
Bloomington, IN 47403-8827

JRRB, LLC  
5123 S Commercial Street  
Bloomington, IN 47403-8821

Schermer Investments LLC  
5138 S Commercial Street  
Bloomington, IN 47403-8821



## MONROE COUNTY TRAFFIC COMMISSION

501 N Morton Street, Suite 216 (Shower's Building)

Bloomington, Indiana 47404

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June 8, 2022

Production Drive/Commercial Street Property Owner  
Bloomington, IN 47404

This letter is to inform you that the Monroe County Traffic Commission met on May 19, 2022 to review the request to install "No Parking" signs along Production Drive and Commercial Street.

Due to parked vehicles on Production Drive restricting the flow of traffic and blocking the sight distance at the intersection with Commercial Street, the Traffic Commission recommended no parking along the west side of Production Drive along with the south side of Commercial Street.

Cars and light trucks will be allowed to park on the east side of Production Drive until the Rumpke development starts operation (estimated date April 2023). Once the Rumpke development opens, parking will be prohibited on both sides of Production Drive.

"No Parking" signs will be installed along the west side of Production Drive and along the south side of Commercial Street on or after June 22, 2022.

Sincerely,

Lisa Ridge  
Highway Department Director

