

Bicycle and Pedestrian Safety Commission
Agenda
Monday, August 20, 2012
5:30 p.m. - Hooker Conference Room

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES – July 16, 2012
- III. PUBLIC COMMENT
(Items not on the agenda) Limit 3 minutes per person.
- IV. COMMISSION MEMBER'S COMMENTS
- V. DEPARTMENTAL UPDATES
 - A. City Planning – Review Cases
 - 1. Hyatt Place
 - 2. Trinitas
 - 3. Chick-Fil-A
 - B. City Engineering
 - 1. 2nd & Weimer
 - C. Bloomington Police Department
- VI. NEW BUSINESS
- VII. OLD BUSINESS
Continue discussion of Greenways Implementation Plan - DRAFT

**NEXT WORK SESSION: Monday, August 6, 2012 at 5:30 p.m. in the Hooker
Conference Room at the Showers Building.**

**NEXT MEETING: Monday, August 20, 2012 at 5:30 p.m. in the Hooker
Conference Room at the Showers Building.**

MINUTES
BICYCLE AND PEDESTRIAN SAFETY COMMISSION
July 16, 2012

INTRODUCTIONS

MEMBERS

Present: Jacob Sinex, Mitch Rice, Carl Zager
Absent: Anne Phillips Holahan, Gayle Stuebe, Jim Rosenbarger

EX OFFICIO

Vince Caristo, Planning Department
Justin Wykoff, Engineering Department
Roy Aten, Engineering Department
Officer Robert Skelton
Laurel Archer, Public Works Department

**ADVISORY
MEMBERS**

Paul Ash

PUBLIC

**APPROVAL OF
MINUTES**

No quorum present..

**PUBLIC
COMMENT**

There was none at this time.

**COMMISSION
MEMBER'S
COMMENTS**

There was none at this time.

**DEPARTMENT
UPDATES**

**Planning Department
Vince Caristo**

Vince reported that the Sare & Rogers project did file papers for site plans and subdivision review for the Plan Commission in August.

Bloomingfoods went before the Planning Commission and was given a positive recommendation to the Board of Zoning Appeals on July 19, 2012.

301 S. Walnut - The Federal Transit Authority has approved this project. It is expected the site plan will go before the Planning Commission in September. They hope to begin construction the beginning of 2013 with the project taking about one year to complete.

**Engineering
Department –
Justin Wykoff**

Zager asked if all Bloomington Transit Buses are equipped for bikes. Vince believed that to be true. Sinex thought all the large buses do, but was not sure on the smaller buses.

Vince stated this facility will have the capacity for 17 buses, which is tripling the current capacity. Currently there are 5 buses at the station. They do expect to increase the amount of buses over time.

Justin commented on the site plan. There will be a pull off for police vehicles he thought and added there will need to be a Title 15 update for the pull off parking on 3rd Street.

The site plan showed bike lockers and the question was raised if there would be a charge or if they would be free. The answer was not currently known.

There will be a traffic light added at Smith & Walnut to help facilitate the buses with their exit from the new facility and will also provide a pedestrian crossing for the Project School.

Zager wanted to make staff aware there will be conflict with buses from bicycles, and vehicles from the parking lots on Walnut.

Rice was concerned about impaired pedestrians doing a mid block crossing from the alley on 3rd by Fifth Third Bank.

Zager was concerned about where police personnel will park. Vince stated most will be parked at the police station.

Wykoff stated he had included a copy of the DRAFT Greenways Implementation Plan in the commission's packet.

Wykoff stated although this is a draft a few of the projects have been included in next year's budget such as the 3rd Street bike lanes. Public Works will be very aggressive in adding bike lanes.

There was discussion about the possibility of cutting off access from Allen to Bloomfield Road.

Mitch Rice felt the intersection of Allen and Walnut needed a Hawk signal.

Jacob felt it would be good to have an island at Hillside and Weatherstone.

Wykoff summarized the first few items in the draft Greenways Plan; however, there were so many members absent, it was decided to adjourn and talk further about the Plan at the next meeting.

Engineering
Department – Roy
Aten
BPD

Nothing at this time

Nothing at this time

NEW BUSINESS

OLD BUSINESS

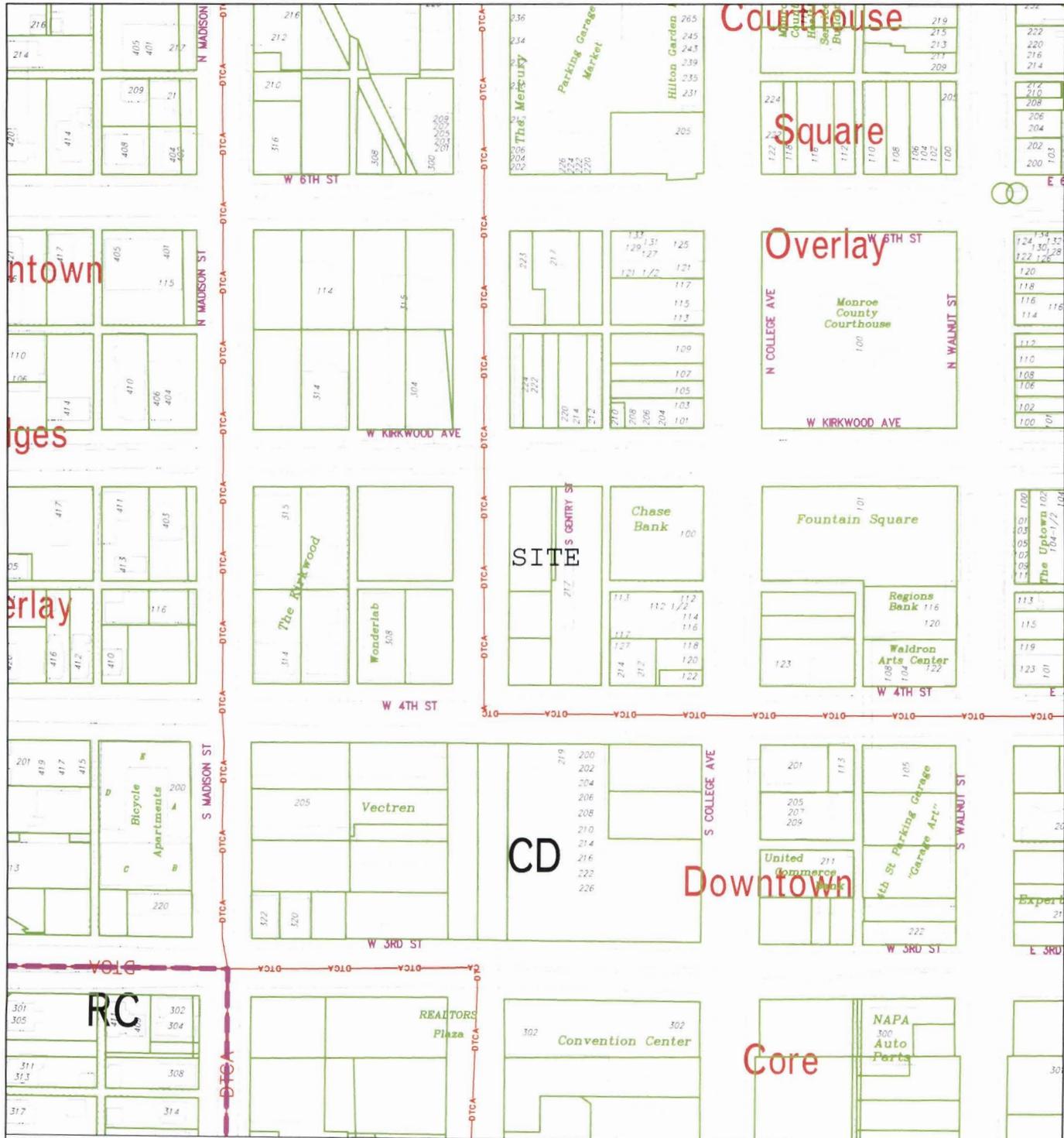
The meeting adjourned at 7:02 p.m.

ADJOURNMENT

The next work session is scheduled for Monday, August 6th, 2012 at 5:30 p.m. in the Hooker Conference Room.

The next official meeting of the Bicycle and Pedestrian Safety Commission is scheduled for Monday, July 20, 2012 at 5:30 p.m. in the Hooker Conference Room.

1. Hyatt Place: The petitioner is seeking to construct an approximately 168 bed hotel on the former drive through site directly west of the Chase Bank Building. They would have approximately 133 parking spaces located on the 2nd and 3rd floors with access gained from Gentry Street. This site is located on three street frontages and the B-Line trail. Initial issues include architecture, interaction with the B-line, traffic flow. This is a site plan request that will be heard by the Plan Commission.



ntown

ges

erlay

Courthouse

Square

Overlay

SITE

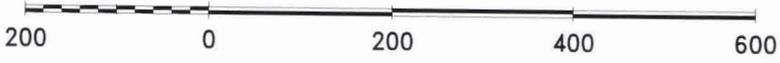
CD

Downtown

Core

RC

By: shayp
3 Aug 12

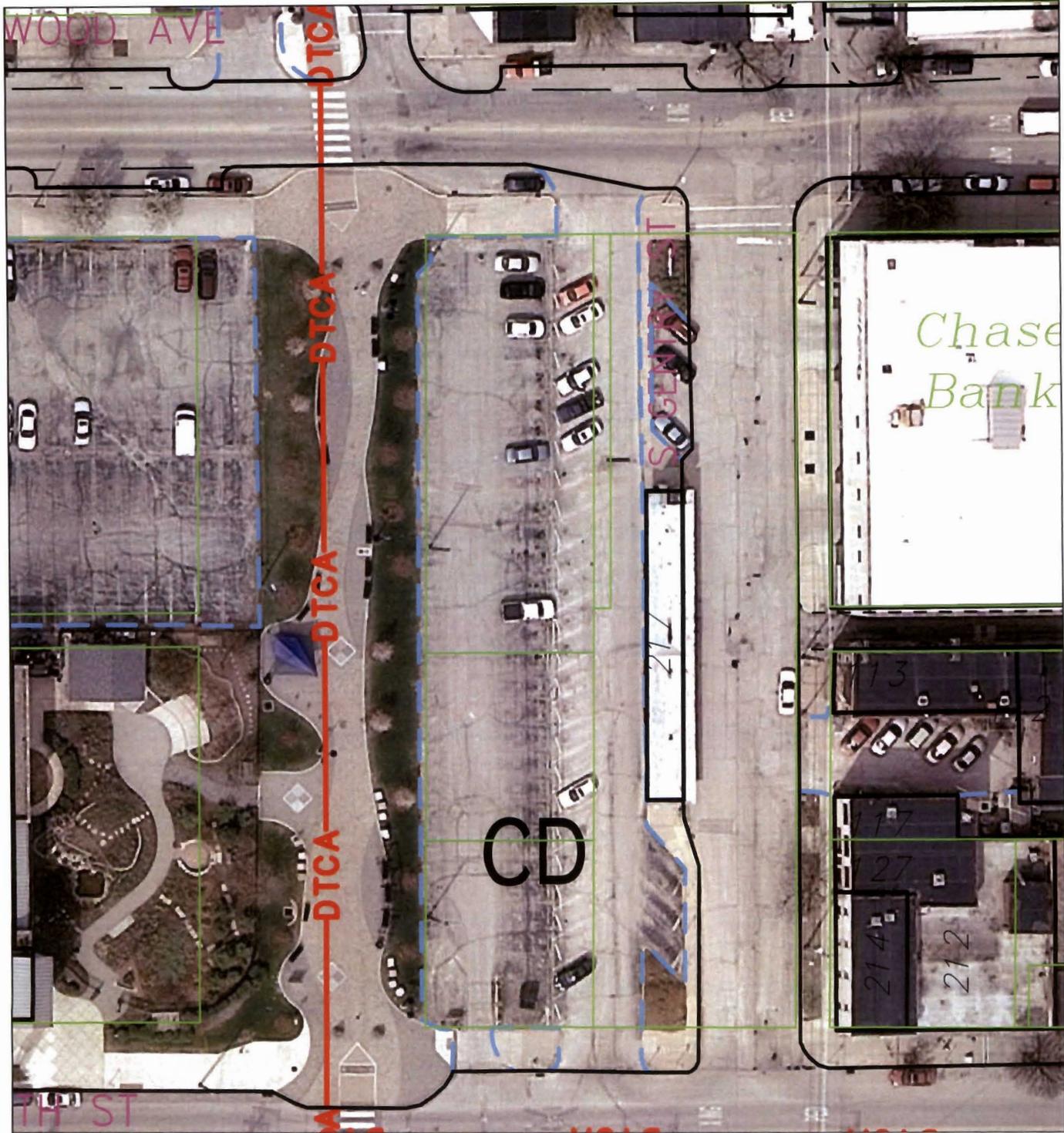


City of Bloomington
Planning



Scale: 1" = 200'

For reference only; map information NOT warranted.



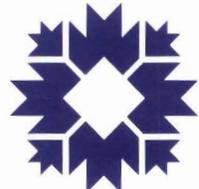
By: shayp
3 Aug 12



For reference only; map information NOT warranted.



City of Bloomington
Planning

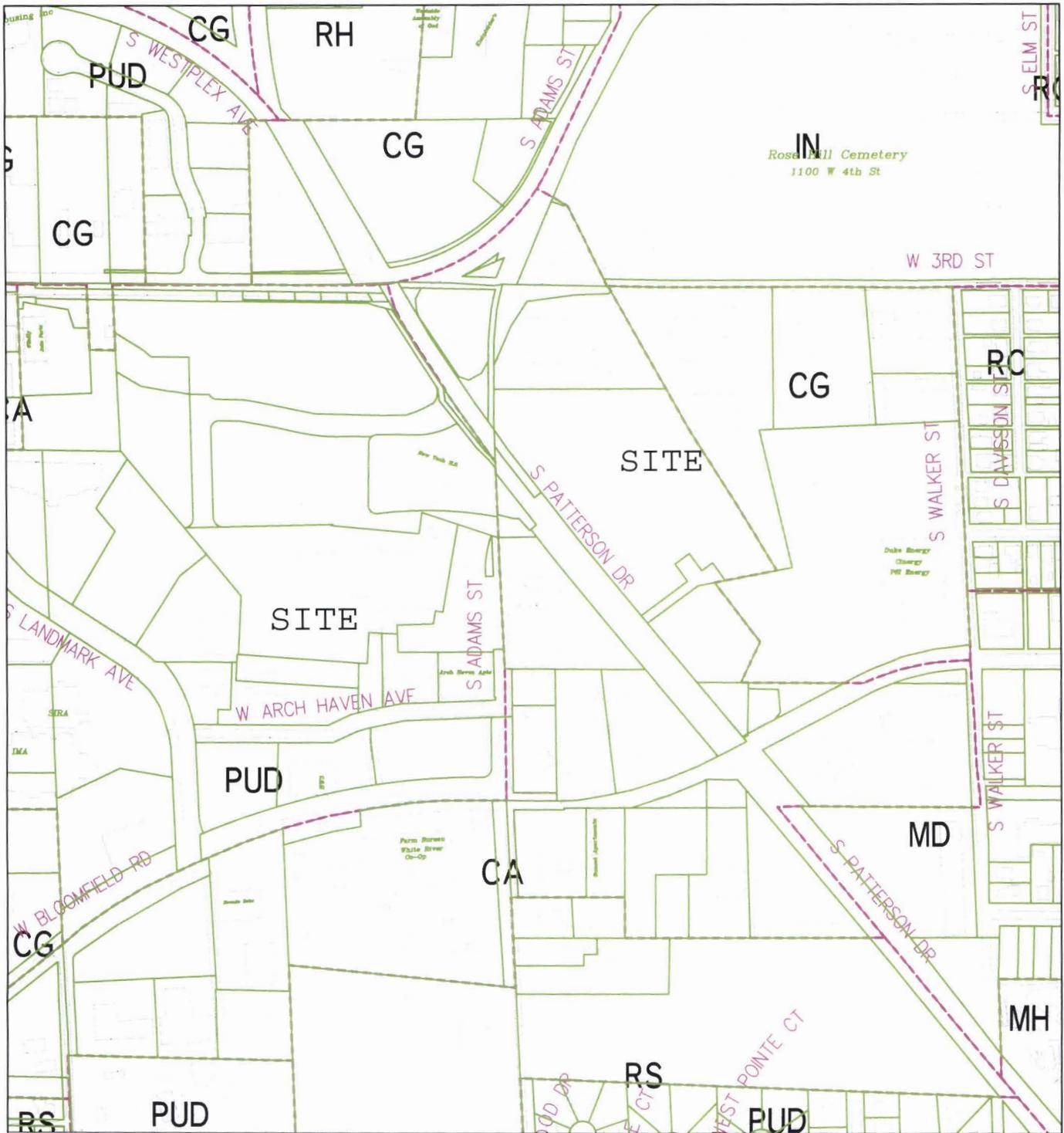


Scale: 1" = 50'

2. Trinitas: This is a 2 part request.

West site plan - This is on an 5 acre tract that is the southern portion of the Patterson Point PUD. They are proposing 286 beds within 114 units. With Dwelling Unit Equivalents, this is in line with the 20 un/ac approved for this site. The biggest issue identified at this point is coordination with the owners to the north on infrastructure timing and construction.

East site plan - This site is located on the east side of Patterson Drive and is currently vacant. It goes from the Renal care building north to the old part of W. 3rd Street. They are proposing 351 bedrooms in 136 units. With DUEs, this comes in just under the allowable 15 un/ac. This site is zoned Commercial Arterial and does not allow ground floor units. Although they are proposing commercial in the ground floor of the central building along Patterson, they will be seeking a use variance from the BZA or a rezoning approval from the Plan Commission and City Council. Initial issues include scale, architecture, floodplain, and use issues.



By: shayp
3 Aug 12



For reference only; map information NOT warranted.



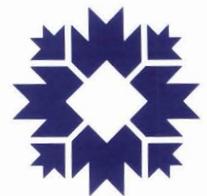
City of Bloomington
Planning



Scale: 1" = 400'



City of Bloomington
Planning



Scale: 1" = 300'



By: shayp
3 Aug 12



For reference only; map information NOT warranted.



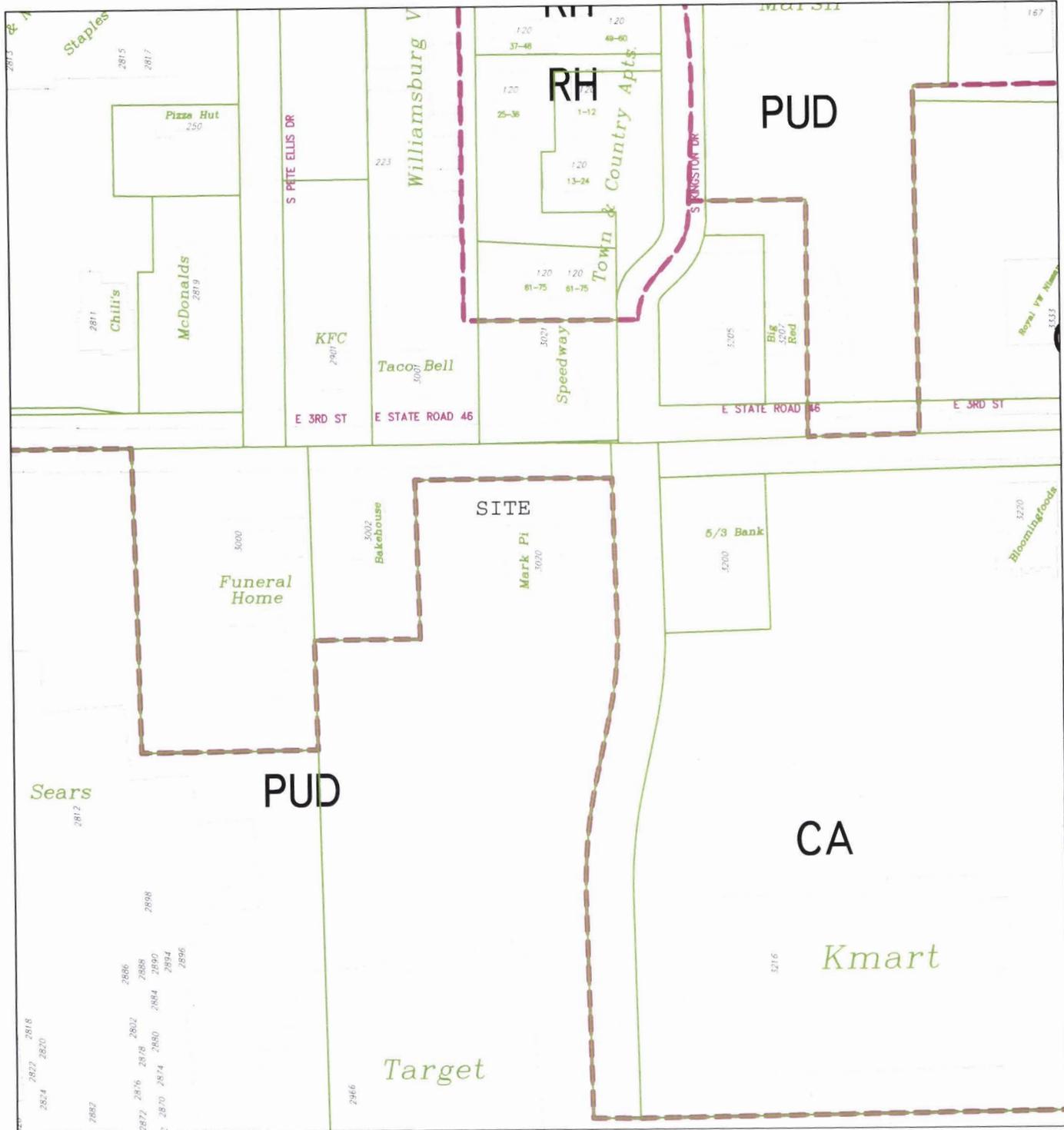
ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	100	YD	120.00	12000.00
2	ASPHALT	500	YD	10.00	5000.00
3	PAVING	100	HR	100.00	10000.00
4	CONCRETE	50	YD	120.00	6000.00
5	ASPHALT	250	YD	10.00	2500.00
6	PAVING	50	HR	100.00	5000.00
7	CONCRETE	25	YD	120.00	3000.00
8	ASPHALT	125	YD	10.00	1250.00
9	PAVING	25	HR	100.00	2500.00
10	CONCRETE	12.5	YD	120.00	1500.00
11	ASPHALT	62.5	YD	10.00	625.00
12	PAVING	12.5	HR	100.00	1250.00
13	CONCRETE	6.25	YD	120.00	750.00
14	ASPHALT	31.25	YD	10.00	312.50
15	PAVING	6.25	HR	100.00	625.00
16	CONCRETE	3.125	YD	120.00	375.00
17	ASPHALT	15.625	YD	10.00	156.25
18	PAVING	3.125	HR	100.00	312.50
19	CONCRETE	1.5625	YD	120.00	187.50
20	ASPHALT	7.8125	YD	10.00	78.125
21	PAVING	1.5625	HR	100.00	156.25
22	CONCRETE	0.78125	YD	120.00	93.75
23	ASPHALT	3.90625	YD	10.00	39.0625
24	PAVING	0.78125	HR	100.00	78.125
25	CONCRETE	0.390625	YD	120.00	46.875
26	ASPHALT	1.953125	YD	10.00	19.53125
27	PAVING	0.390625	HR	100.00	39.0625
28	CONCRETE	0.1953125	YD	120.00	23.4375
29	ASPHALT	0.9765625	YD	10.00	9.765625
30	PAVING	0.1953125	HR	100.00	19.53125
31	CONCRETE	0.09765625	YD	120.00	11.71875
32	ASPHALT	0.48828125	YD	10.00	4.8828125
33	PAVING	0.09765625	HR	100.00	9.765625
34	CONCRETE	0.048828125	YD	120.00	5.859375
35	ASPHALT	0.244140625	YD	10.00	2.44140625
36	PAVING	0.048828125	HR	100.00	4.8828125
37	CONCRETE	0.0244140625	YD	120.00	2.9296875
38	ASPHALT	0.1220703125	YD	10.00	1.220703125
39	PAVING	0.0244140625	HR	100.00	2.44140625
40	CONCRETE	0.01220703125	YD	120.00	1.4603515625
41	ASPHALT	0.06103515625	YD	10.00	0.6103515625
42	PAVING	0.01220703125	HR	100.00	1.220703125
43	CONCRETE	0.006103515625	YD	120.00	0.7303515625
44	ASPHALT	0.030517578125	YD	10.00	0.30517578125
45	PAVING	0.006103515625	HR	100.00	0.6103515625
46	CONCRETE	0.0030517578125	YD	120.00	0.36517578125
47	ASPHALT	0.0152587890625	YD	10.00	0.152587890625
48	PAVING	0.0030517578125	HR	100.00	0.30517578125
49	CONCRETE	0.00152587890625	YD	120.00	0.182587890625
50	ASPHALT	0.00762939453125	YD	10.00	0.0762939453125
51	PAVING	0.00152587890625	HR	100.00	0.152587890625
52	CONCRETE	0.000762939453125	YD	120.00	0.0912939453125
53	ASPHALT	0.003814697265625	YD	10.00	0.03814697265625
54	PAVING	0.000762939453125	HR	100.00	0.0762939453125
55	CONCRETE	0.0003814697265625	YD	120.00	0.045714697265625
56	ASPHALT	0.0019073486328125	YD	10.00	0.019073486328125
57	PAVING	0.0003814697265625	HR	100.00	0.03814697265625
58	CONCRETE	0.00019073486328125	YD	120.00	0.0228519073486328125
59	ASPHALT	0.00095367431640625	YD	10.00	0.0095367431640625
60	PAVING	0.00019073486328125	HR	100.00	0.019073486328125
61	CONCRETE	0.000095367431640625	YD	120.00	0.0114173486328125
62	ASPHALT	0.000476837158203125	YD	10.00	0.00476837158203125
63	PAVING	0.000095367431640625	HR	100.00	0.0095367431640625
64	CONCRETE	0.0002384185791015625	YD	120.00	0.02861015625
65	ASPHALT	0.0011920928955078125	YD	10.00	0.011920928955078125
66	PAVING	0.0002384185791015625	HR	100.00	0.02384185791015625
67	CONCRETE	0.00011920928955078125	YD	120.00	0.014260478955078125
68	ASPHALT	0.00059604644775390625	YD	10.00	0.0059604644775390625
69	PAVING	0.00011920928955078125	HR	100.00	0.011920928955078125
70	CONCRETE	0.000059604644775390625	YD	120.00	0.0071302344775390625
71	ASPHALT	0.000298023223876953125	YD	10.00	0.00298023223876953125
72	PAVING	0.000059604644775390625	HR	100.00	0.0059604644775390625
73	CONCRETE	0.0000298023223876953125	YD	120.00	0.00356511723876953125
74	ASPHALT	0.0001490116119384765625	YD	10.00	0.001490116119384765625
75	PAVING	0.0000298023223876953125	HR	100.00	0.00298023223876953125
76	CONCRETE	0.00001490116119384765625	YD	120.00	0.001782578119384765625
77	ASPHALT	0.00007450580596923828125	YD	10.00	0.0007450580596923828125
78	PAVING	0.00001490116119384765625	HR	100.00	0.001490116119384765625
79	CONCRETE	0.000007450580596923828125	YD	120.00	0.0008912890596923828125
80	ASPHALT	0.000037252902984619140625	YD	10.00	0.00037252902984619140625
81	PAVING	0.000007450580596923828125	HR	100.00	0.0007450580596923828125
82	CONCRETE	0.0000037252902984619140625	YD	120.00	0.00044714282984619140625
83	ASPHALT	0.0000186264514923095703125	YD	10.00	0.000186264514923095703125
84	PAVING	0.0000037252902984619140625	HR	100.00	0.00037252902984619140625
85	CONCRETE	0.00000186264514923095703125	YD	120.00	0.000223575414923095703125
86	ASPHALT	0.0000093132257462461546875	YD	10.00	0.000093132257462461546875
87	PAVING	0.00000186264514923095703125	HR	100.00	0.000186264514923095703125
88	CONCRETE	0.00000093132257462461546875	YD	120.00	0.00011187757462461546875
89	ASPHALT	0.00000465661287312307734375	YD	10.00	0.0000465661287312307734375
90	PAVING	0.00000093132257462461546875	HR	100.00	0.000093132257462461546875
91	CONCRETE	0.000000465661287312307734375	YD	120.00	0.000055879357462461546875
92	ASPHALT	0.000002328306436561538671875	YD	10.00	0.00002328306436561538671875
93	PAVING	0.000000465661287312307734375	HR	100.00	0.0000465661287312307734375
94	CONCRETE	0.0000002328306436561538671875	YD	120.00	0.000027939076436561538671875
95	ASPHALT	0.0000011641532182732693890625	YD	10.00	0.000011641532182732693890625
96	PAVING	0.0000002328306436561538671875	HR	100.00	0.00002328306436561538671875
97	CONCRETE	0.00000011641532182732693890625	YD	120.00	0.0000139298182732693890625
98	ASPHALT	0.00000058207660913663469453125	YD	10.00	0.0000058207660913663469453125
99	PAVING	0.00000011641532182732693890625	HR	100.00	0.000011641532182732693890625
100	CONCRETE	0.000000058207660913663469453125	YD	120.00	0.00000698445913663469453125

SITE LEGEND

- 1 PROPOSED EXISTING DRIVE
- 2 PROPOSED DRIVE
- 3 PROPOSED DRIVE
- 4 PROPOSED DRIVE
- 5 PROPOSED DRIVE
- 6 PROPOSED DRIVE
- 7 PROPOSED DRIVE
- 8 PROPOSED DRIVE
- 9 PROPOSED DRIVE
- 10 PROPOSED DRIVE
- 11 PROPOSED DRIVE
- 12 PROPOSED DRIVE
- 13 PROPOSED DRIVE
- 14 PROPOSED DRIVE
- 15 PROPOSED DRIVE
- 16 PROPOSED DRIVE
- 17 PROPOSED DRIVE
- 18 PROPOSED DRIVE
- 19 PROPOSED DRIVE
- 20 PROPOSED DRIVE
- 21 PROPOSED DRIVE
- 22 PROPOSED DRIVE
- 23 PROPOSED DRIVE
- 24 PROPOSED DRIVE
- 25 PROPOSED DRIVE
- 26 PROPOSED DRIVE
- 27 PROPOSED DRIVE
- 28 PROPOSED DRIVE
- 29 PROPOSED DRIVE
- 30 PROPOSED DRIVE
- 31 PROPOSED DRIVE
- 32 PROPOSED DRIVE
- 33 PROPOSED DRIVE
- 34 PROPOSED DRIVE
- 35 PROPOSED DRIVE
- 36 PROPOSED DRIVE
- 37 PROPOSED DRIVE
- 38 PROPOSED DRIVE
- 39 PROPOSED DRIVE
- 40 PROPOSED DRIVE
- 41 PROPOSED DRIVE
- 42 PROPOSED DRIVE
- 43 PROPOSED DRIVE
- 44 PROPOSED DRIVE
- 45 PROPOSED DRIVE
- 46 PROPOSED DRIVE
- 47 PROPOSED DRIVE
- 48 PROPOSED DRIVE
- 49 PROPOSED DRIVE
- 50 PROPOSED DRIVE
- 51 PROPOSED DRIVE
- 52 PROPOSED DRIVE
- 53 PROPOSED DRIVE
- 54 PROPOSED DRIVE
- 55 PROPOSED DRIVE
- 56 PROPOSED DRIVE
- 57 PROPOSED DRIVE
- 58 PROPOSED DRIVE
- 59 PROPOSED DRIVE
- 60 PROPOSED DRIVE
- 61 PROPOSED DRIVE
- 62 PROPOSED DRIVE
- 63 PROPOSED DRIVE
- 64 PROPOSED DRIVE
- 65 PROPOSED DRIVE
- 66 PROPOSED DRIVE
- 67 PROPOSED DRIVE
- 68 PROPOSED DRIVE
- 69 PROPOSED DRIVE
- 70 PROPOSED DRIVE
- 71 PROPOSED DRIVE
- 72 PROPOSED DRIVE
- 73 PROPOSED DRIVE
- 74 PROPOSED DRIVE
- 75 PROPOSED DRIVE
- 76 PROPOSED DRIVE
- 77 PROPOSED DRIVE
- 78 PROPOSED DRIVE
- 79 PROPOSED DRIVE
- 80 PROPOSED DRIVE
- 81 PROPOSED DRIVE
- 82 PROPOSED DRIVE
- 83 PROPOSED DRIVE
- 84 PROPOSED DRIVE
- 85 PROPOSED DRIVE
- 86 PROPOSED DRIVE
- 87 PROPOSED DRIVE
- 88 PROPOSED DRIVE
- 89 PROPOSED DRIVE
- 90 PROPOSED DRIVE
- 91 PROPOSED DRIVE
- 92 PROPOSED DRIVE
- 93 PROPOSED DRIVE
- 94 PROPOSED DRIVE
- 95 PROPOSED DRIVE
- 96 PROPOSED DRIVE
- 97 PROPOSED DRIVE
- 98 PROPOSED DRIVE
- 99 PROPOSED DRIVE
- 100 PROPOSED DRIVE

ITEM	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	100	YD	120.00	12000.00
2	ASPHALT	500	YD	10.00	5000.00
3	PAVING	100	HR	100.00	10000.00
4	CONCRETE	50	YD	120.00	6000.00
5	ASPHALT	250	YD	10.00	2500.00
6	PAVING	50	HR	100.00	5000.00
7	CONCRETE	25	YD	120.00	3000.00
8	ASPHALT	125	YD	10.00	1250.00
9	PAVING	25	HR	100.00	2500.00
10	CONCRETE	12.5	YD	120.00	1500.00
11	ASPHALT	62.5	YD	10.00	625.00
12	PAVING	25	HR	100.00	2500.00
13	CONCRETE	12.5	YD	120.00	1500.00
14	ASPHALT	62.5	YD	10.00	625.00
15	PAVING	25	HR	100.00	2500.00
16	CONCRETE	12.5	YD	120.00	1500.00
17	ASPHALT	62.5	YD	10.00	625.00
18	PAVING	25	HR	100.00	2500.00
19	CONCRETE	12.5	YD	120.00	1500.00
20	ASPHALT	62.5	YD	10.00	625.00
21	PAVING	25	HR	100.00	2500.00
22	CONCRETE	12.5	YD	120.00	1500.00
23	ASPHALT	62.5	YD	10.00	625.00
24	PAVING	25	HR	100.00	2500.00
25	CONCRETE	12.5	YD	120.00	1500.00
26	ASPHALT	62.5	YD	10.00	625.00
27	PAVING	25	HR	100.00	2500.00
28	CONCRETE	12.5	YD	120.00	1500.00
29	ASPHALT	62.5	YD	10.00	625.00
30	PAVING	25	HR	100.00	2500.00
31	CONCRETE	12.5	YD	120.00	1500.00
32	ASPHALT	62.5	YD	10.00	

3. Chick-Fil-A: They are proposing a new 5,000 square foot standalone building at the southwest corner of E. 3rd Street and Kingston Drive. This is the former Mark Pi site within the College Mall PUD. They are presenting two site plan options. Both require variances from the zoning codes for drives within the drive setback of 20' from the front building wall. Option 1 has a drive running parallel to Kingston Dr. at the same setback as the building. Option 2 has a drive running parallel to Kingston Dr. at the same setback as the building and drive-thru drives within the setback on E. 3rd St at the same setback as the building. We would like to get some feedback on the layouts and the traffic and pedestrian flow associated with them. This project will be heard by the Plan Commission.



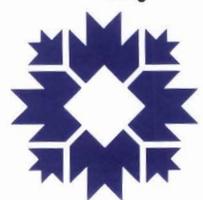
By: bannonk
3 Aug 12



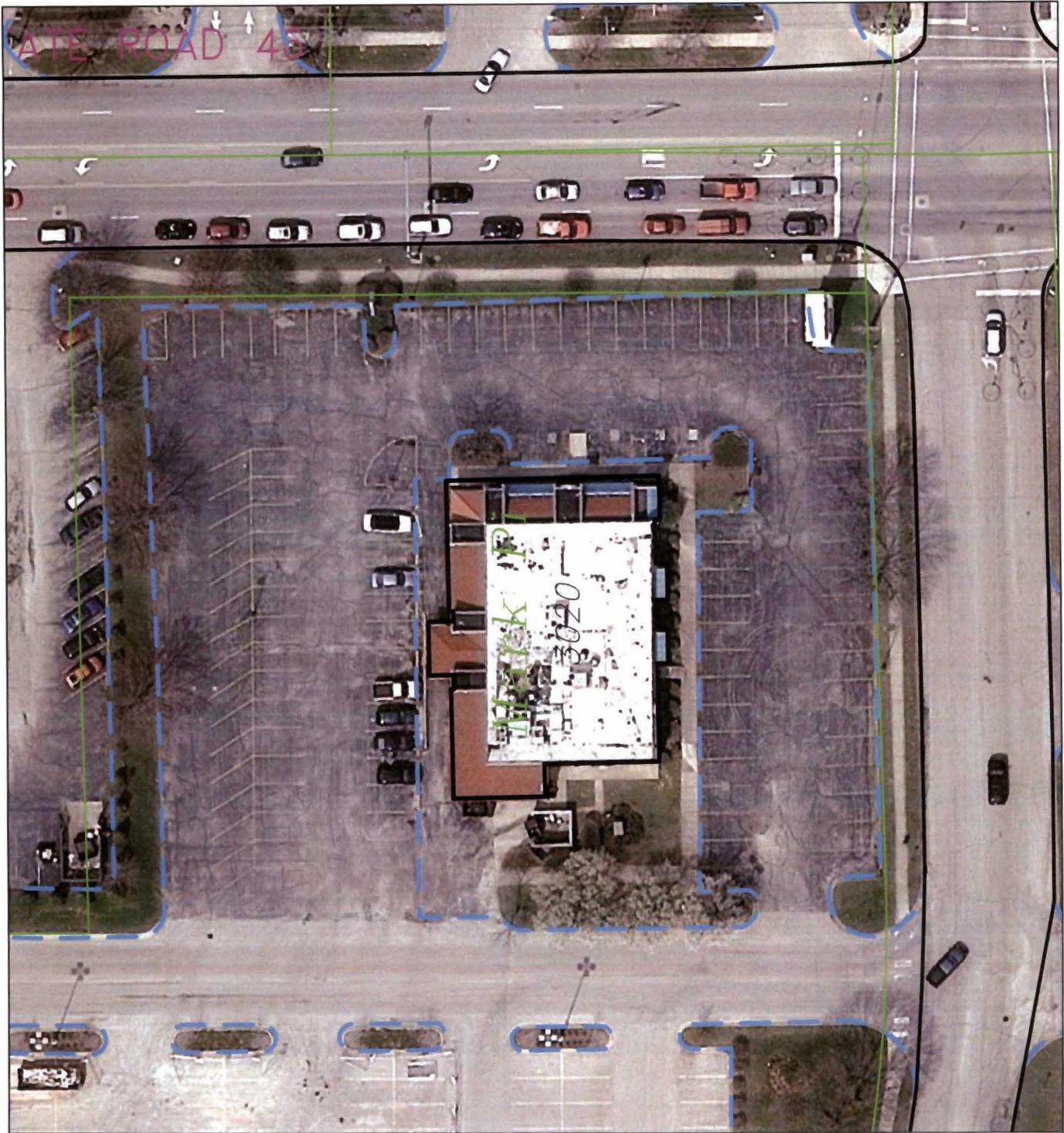
For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 200'



By: bannok
3 Aug 12



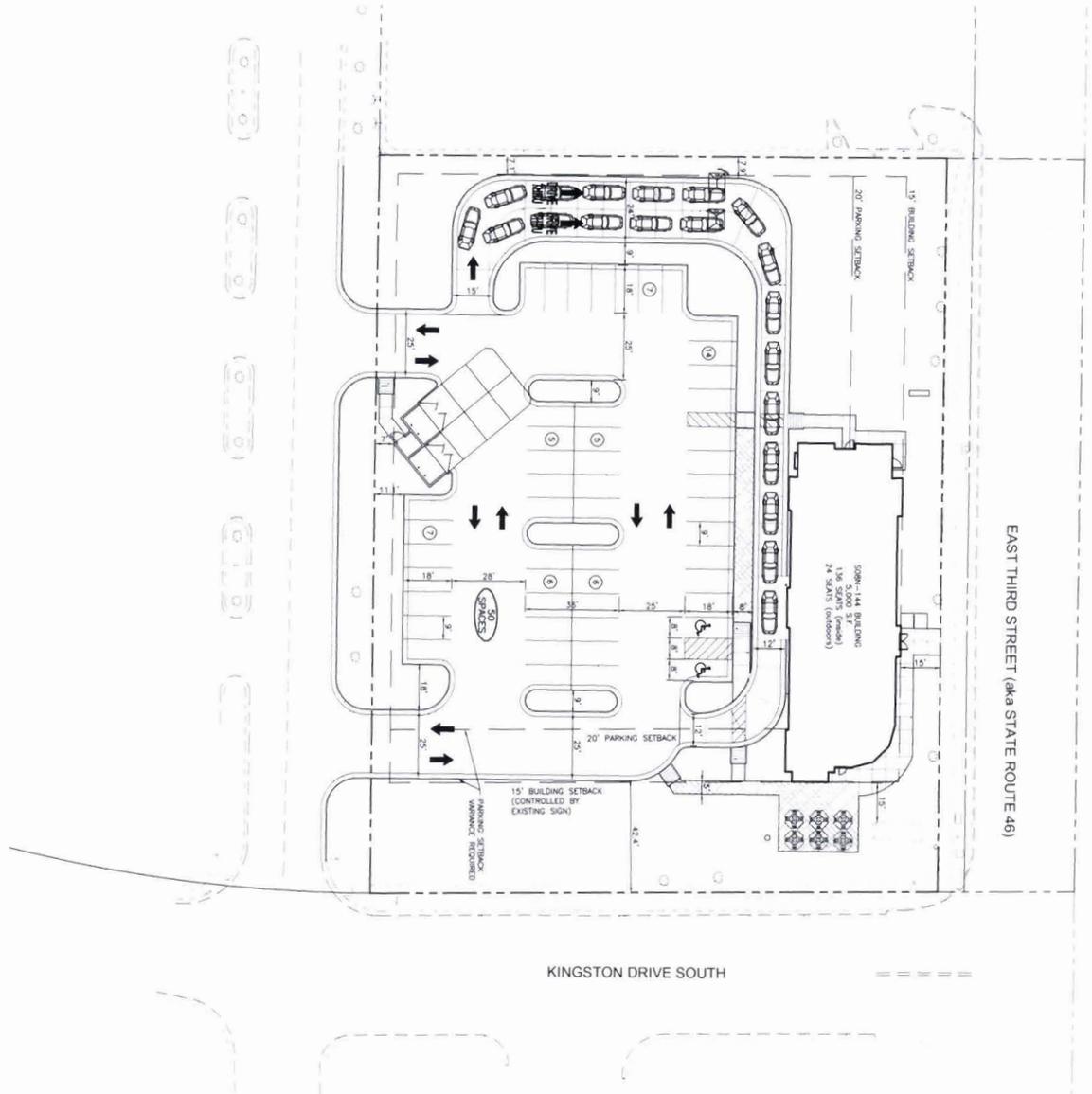
For reference only; map information NOT warranted.



City of Bloomington
Planning



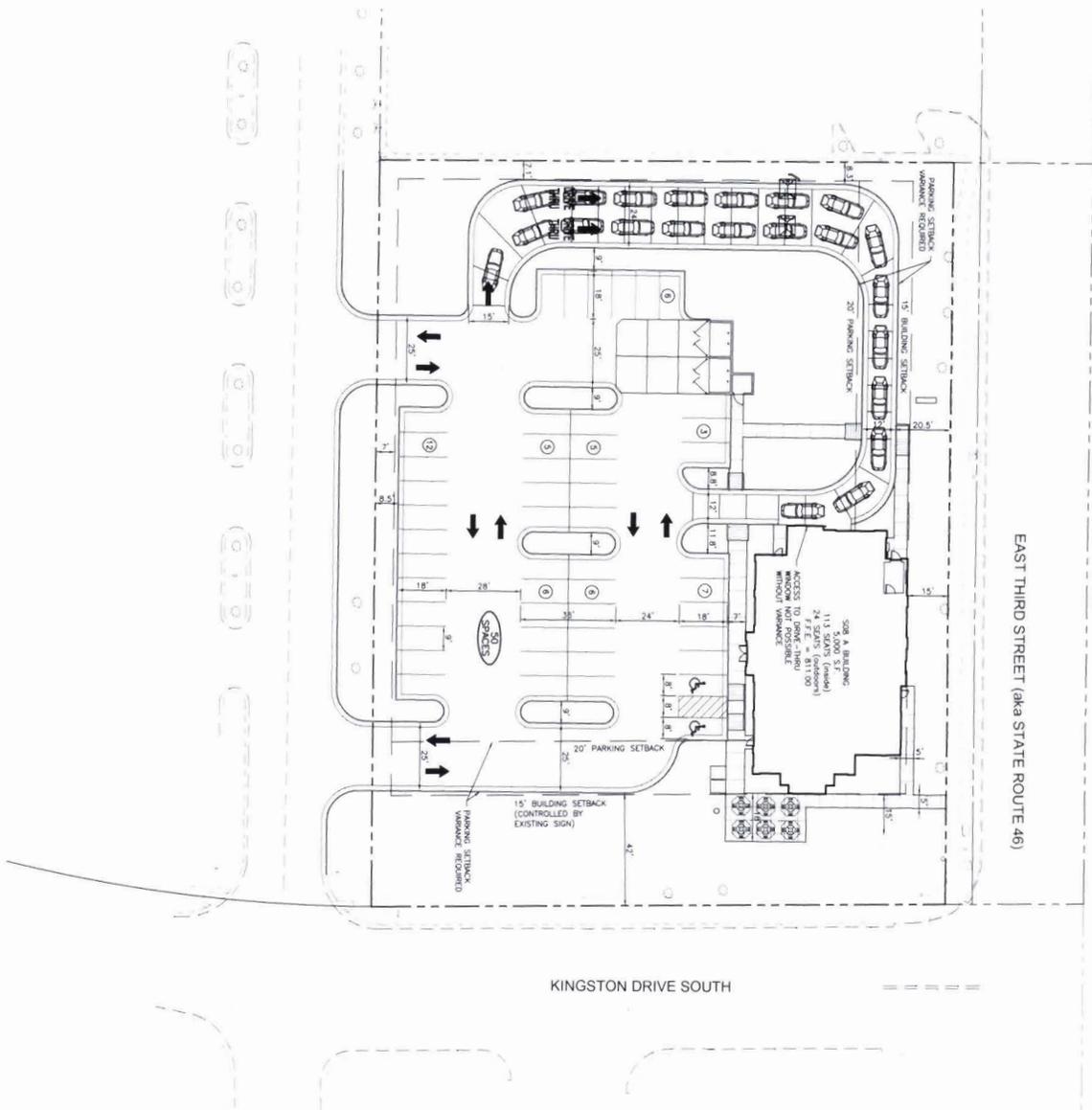
Scale: 1" = 50'



SITE DATA	
SITE AREA:	4.137 ACRES (96,648 S.F.)
BUILDING COVERAGE:	8,137 S.F. (8.4%)
DRYSS FLOOR AREA:	3,000 S.F. (3.1%)
PAVED/PAVEMENT (PERVIOUS) COVERAGE:	3,000 S.F. (3.1%)
LANDSCAPE (PERVIOUS) COVERAGE:	27,424 S.F. (28.4%)
PERMEABLE PAVEMENT COVERAGE:	1,509 S.F. (1.5%)
PARKING DATA:	
20' PARKING SPACES PROVIDED:	20
2' ACCESSIBLE SPACES PROVIDED:	2
50' TOTAL PARKING SPACES PROVIDED:	22



<p>7635 Interactive Way Suite 100 Indianapolis, IN 46278 317.299.7500 FAX: 317.291.5805</p>	SHEET TITLE SITE PLAN OPTION 1
	STORE #144 BLOOMINGTON SUB N-144
1020 E. 3RD STREET BLOOMINGTON, IN	DWG. EDITION 07.1 REVISION
Job No. : 072510 Store : 3300 Date : AUG. 12 Drawn By : SAU Checked By: EAU	Mark Date By Mark Date By Mark Date By Mark Date By
5000 Ruffington Rd. Atlanta Georgia 30349-2998	Revisions: Mark Date By 08/23/12 SAU/ETW
SP-1	Sheet



SITE DATA	
SITE AREA	41.37 ACRES (99,648 S.F.)
BUILDING COVERAGE	2,800 S.F. (6.4%)
PROPOSED (PERVIOUS) COVERAGE	30,792 S.F. (31.4%)
LANDSCAPE (PERVIOUS) COVERAGE	23,856 S.F. (40.0%)
PARKING DATA	
48 EXISTING SPACES PROVIDED	
50 PROPOSED SPACES PROVIDED	
50 TOTAL PARKING SPACES PROVIDED	



<p>5000 Battleground Rd. Atlanta, Georgia 30349-2998</p>	Revisions: Work Date By 08/03/12 PRC REVIEW
	Work Date By Work Date By
SHEET TITLE SITE PLAN OPTION 2	STORE #3200 BLOOMINGTON 508 N-144
Job No. : 072510 Store : 3200 Date : AUG 12 Drawn By : JHU Checked By: EAU	7635 Interactive Way Suite 100 Indianapolis, IN 46278 317.299.7500 FAX: 317.291.5805
DWG EDITION: 07.1 REVISION	
SHEET NO. SP-2	3009 E 390 STREET BLOOMINGTON, IN



LEGEND

- TEMPORARY RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPERTY LINE
- PROPOSED ROADWAY
- PROPOSED CURB/CUTTER
- PROPOSED DRIVEWAYS
- PROPOSED SEEDING/SODDING

CITY OF BLOOMINGTON
 W. BLOOMFIELD RD. & WEIMER RD. INTERSECTION IMPROVEMENTS

ROUNDABOUT INTERSECTION LAYOUT