

**Bicycle and Pedestrian Safety Commission
Agenda
Monday, October 17, 2011
5:30 p.m. - Hooker Conference Room**

- I. INTRODUCTIONS
- II. APPROVAL OF MINUTES
 - 1). September 19, 2011
- III. PUBLIC COMMENT
(Items not on the agenda) Limit 3 minutes per person.
- IV. COMMISSION MEMBER'S COMMENTS
- V. DEPARTMENTAL UPDATES
 - A. City Planning
 - 1). PTF Report
 - 2). ADA Transition Plan
 - 3). Property at Southwest corner of Henderson & Hillside
 - 4). 1800 W. Tapp Road
 - 5). 1523 S. Rogers Street – Crosley Warehouse
 - B. City Engineering
 - 1). Allen Street Bike Boulevard
 - 2). Greenways Implementation Plan – Progress Report
 - C. Bloomington Police Department
- VI. NEW BUSINESS
 - A). Election of Officers
- VII. OLD BUSINESS
 - A). Continued Discussion Regarding Pedestrian Crosswalk Law
 - B). Discussion of Trail Crossings for Pedestrians & Cyclists

**NEXT WORK SESSION: Monday, November 7, 2011 at 5:30 p.m. in the Hooker
Conference Room at the Showers Building.**

**NEXT MEETING: Monday, November 21, 2011 at 5:30 p.m. in the Hooker
Conference Room at the Showers Building.**

MINUTES
BICYCLE AND PEDESTRIAN SAFETY COMMISSION
September 19, 2011

INTRODUCTIONS

MEMBERS

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

EX OFFICIO

Vince Caristo, Planning Department
Denise Dean, Public Works Department
Roy Aten, Engineering Department
Justin Wykoff, Engineering Department
Jackie Moore, Legal Department

**ADVISORY
MEMBERS**

PUBLIC

Karen Knight & Susan Parks from the Prospect Hill Neighborhood.

**APPROVAL OF
MINUTES**

Stuebe made a motion to recommend the approval of the minutes of the August 15, 2011 meeting. Sinex seconded the motion. The motion passed with a vote of 6-0-0 (Rice arrived after the approval of minutes).

**PUBLIC
COMMENT**

**COMMISSION
MEMBER'S
COMMENTS**

Sinex asked about the short side path that goes between North Old State Road 37 and North College. The path is very steep and is it to code regarding handicap accessibility. Wykoff stated the path was built as part of Miller Showers Park. He will contact Dave Williams from Parks & Recreation to see what the purpose was for the path and forward on the concern regarding the slope.
Holahan wanted to say congratulations to the City for the B-Line Trail.

**DEPARTMENT
UPDATES**
Planning Department
Vince Caristo

Caristo stated the City would be meeting with Alta Planning & Design and Burgess & Niple on September 27th thru 29th. On the afternoon of the 27th the committee would be meeting with some advocacy groups including BPSC. There would be a bike ride from 6:00 p.m. to 8:00 p.m. on the same day. Caristo stated he

**Engineering
Department –
Justin Wykoff and
Roy Aten**

would like to have one to two Commission members present at the afternoon meeting. Stuebe stated she had several suggestions and to whom should she send these to. Rosenbarger stated she could send them to Caristo and copy him. Sinex asked how the bike ride would be advertised. Caristo stated he would send an e-mail to the advocacy groups.

Tapp Road PH III:

Wykoff stated the project will be from Deborah Drive to the roundabout at Tapp & Adams. The project includes the bridge replacement and the Clear Creek Trail will go under the roadway. There will be a side path on the north side going out to State Road 37 and a sidewalk along the south side. The main change in the plans is that the road will stay two lanes. Wykoff stated they hope to start construction on the bridge portion this winter and an overall project completion date around Labor Day 2012.

Walnut Streetscape-1st Street to 3rd Street:

Wykoff stated the project includes curb extensions to reduce the road width down to two 11' lanes, a 5' bike lane on the east side, green space and sidewalks. The road will be concrete. There will be on street parking on the west side of the street. Sinex asked if there would be a buffer between the cars and bikes (possibly move the 2' buffer on the right side of the bike lane to the left side). Gavin stated he has seen delineator posts, with reflectors, on the outside of bike lanes. Sinex asked if the bike lane would be a solid line at driveways. Wykoff stated the lane would be a solid line at driveways and broken at street intersections. Stuebe stated reducing the lanes from three to two will help in reducing speeds. Rosenbarger stated he thought the sidewalks looked narrow. Wykoff stated the sidewalks are wider than they appear on the drawings. Sinex asked if there could be a bike box on Walnut Street at the intersections with 2nd Street and 3rd Street. Wykoff stated there would be a pedestrian island on East 3rd Street just east of Walnut to the first alleyway. This will help reduce the pedestrian crossing distance. Sager asked what the bike volume was currently on Walnut Street south of 3rd Street. Sinex stated it was probably low at this time.

Rosenbarger stated the project drawings make the area look like more of a destination. He likes the street trees but not all of the planters. Sinex stated he was concerned about visibility issues with the raised planters. Wykoff stated the planters on the east side have to be raised due to the Spankers Branch which connects to the Jordan River but they would look at the visibility issue. Wykoff stated the City had met with the individual businesses along the corridor. Their main concern was during construction and keeping the entrance to their business open.

There will be another public meeting which will be held at the Project School. The Commission will be notified of the meeting dates and times. Wykoff stated the City would look at the sight distance issue, width of the sidewalks and pavement markings concerning the bike lanes. The City hopes to start construction in March 2012 and be completed by July of 2013.

West 3rd Street Traffic Calming Update:

Aten stated the City had installed the temporary speed cushions along West 3rd Street in July. The City has been waiting to do the post counts until IU was in session. Aten stated he will have the pre and post counts and will put this item on the October agenda for the Commission's vote. Aten stated the next step after the Commission's approval is the City Council and Board of Public Works. Aten had met with the Fire Department and would be meeting with Ambulance Services within the next two weeks. Gavin asked if the permanent cushions would be made out of rubber. Wykoff stated they would be made out of asphalt. Karen Knight, vice president of the Neighborhood Association, stated she felt the cushions were working. She has not noticed a reduction in volume but drivers are slowing down. Gavin stated the purpose of the program is not to reduce traffic but to slow it down. Susan Parks stated she feels safer walking on the sidewalk now that the traffic has slowed down. Parks did request that the City talk to Steve Volan, City Council member, in regards to who created the NTSP because he seemed to be under the impression the neighborhood did. Wykoff stated he would contact Volan.

NEW BUSINESS

Election of Officers:

This was postponed until next meeting.

OLD BUSINESS

Discussion Regarding Pedestrian Crosswalk Law:

Rosenbarger read the hot line article in regards to pedestrian crosswalks in which the Public Works Department was mentioned (copy attached). Rosenbarger wanted to know the City's stand on pedestrian crosswalks. Jackie Moore, City Legal, read State Law IC 9-21-8-36 (attached) regarding where vehicles shall yield to pedestrians depending on where they are in the crosswalk. Rice stated that his interpretation is that every intersection is a crosswalk whether there is a traffic control device or not and would like to know if the City agrees with that. An example given was the intersection of East 3rd Street & Grant Street. Grant Street has a stop sign and a marked crosswalk

whereas East 3rd Street does not. The question is by State code if a pedestrian steps into 3rd Street to cross, where there is not a marked crosswalk, does traffic need to yield to the pedestrian? Moore read IC 9-21-17-7 regarding marked and unmarked crosswalks (attached). Caristo stated he felt the three instances in which the pedestrian should not cross is: 1). At a pedestrian signal when the light states "Don't Walk", 2). If they attempt to jump out in front of a car and 3). Crossing between intersections. There was an in depth discussion among the members and staff regarding the interpretation of the State law. Stuebe stated once something has been established this information needs to get out to the public. Sinex stated that whatever is written needs to be added to the IU report that is online. Rice stated he didn't know if IU could change something that is already written but he would see. Aten stated the Commission should compose a letter in response to the HT article. Rosenbarger stated he felt that the document should come from a credible source which he feels should be the Public Works Department and City Legal. Wykoff stated he would try to compose something before the next meeting for the Commission to review. Moore stated she would need to talk to the City Attorney in regards to this issue. Zager stated that there needed to be cooperation for all three groups: drivers, pedestrians and bicyclists. This will be on next month's agenda for further discussion.

ADJOURNMENT

The meeting adjourned at 7:25 p.m.

The next work session is scheduled for Monday, October 3, 2011 at 5:30 p.m. in the Hooker Conference Room.

The next official meeting of the Bicycle and Pedestrian Safety Commission is Monday, October 17, 2011 at 5:30 p.m. in the Hooker Conference Room.

HERALD TIMES HOT LINE – September 6, 2011

Crosswalk law causing confusion

Q: The B-Line Trail signage is confusing when it comes to cross-streets. Some of the intersections say that cross-traffic doesn't stop, even though there are crosswalks on the asphalt. Some have signs for cars that say they need to yield to pedestrians. During the farmers' market, they plant a sign in the middle of Seventh Street explicitly warning cars to yield to pedestrians. Which is right?

C.R., Bloomington

A: Apparently there are a few interpretations when it comes to who has the right of way in a crosswalk — but if you're walking, don't count on having automatic right of way in a crosswalk.

According to Indiana code 9-21-17-5, a pedestrian can't "suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard." In other words, look before you leap.

However, a campus traffic safety recommendation report from the Indiana University Office of the Provost stated that the laws governing pedestrian crosswalks were "confusing" and "open to interpretation." That report states that Bloomington and Indiana University police along with the city's Department of Public Works agree that unless there are "walk" "don't walk" signs, pedestrians should yield to vehicles. The report also states that Indiana code does not require vehicles to stop for pedestrians in crosswalks.

Now, that doesn't give you license to mow someone down who is in a crosswalk. But if you are walking the trail and approach a road, don't assume the cars will stop for you. By law, they don't have to.

There are signs used during the farmers' market that alert motorists to yield to pedestrians, but again, you can't just walk out there. It's called common sense, folks.

But let me be clear that if someone is in a crosswalk at a light where there are walk/don't walk signals, a motorist must stop for a pedestrian who has the right of way.

IC 9-21-8-36**Traffic control signals not in operation**

Sec. 36. Except as provided in IC 9-21-17-8 and IC 9-21-3-7(b)(4)(C), when traffic control signals are not in place or not in operation, a person who drives a vehicle shall yield the right-of-way, slowing down or stopping if necessary to yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching closely from the opposite half of the roadway.

As added by P.L.2-1991, SEC.9. Amended by P.L.43-2011, SEC.5.

IC 9-21-17-5**Walking or running into the path of a vehicle; prohibition**

Sec. 5. A pedestrian may not suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.

As added by P.L.2-1991, SEC.9.

IC 9-21-17-7**Crossing roadway at point not marked as a crosswalk; yield of right-of-way to traffic**

Sec. 7. A pedestrian crossing a roadway at a point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

As added by P.L.2-1991, SEC.9.

Max and Ghilda Lauchli - Southwest corner of Hillside and Henderson: The petitioners are requesting a use variance approval and a package of variances to allow the redevelopment of 6 lots located between E. Hillside Drive and East Southern Drive west of S. Henderson Street. The first two lots west of Henderson and along Southern are zoned Commercial Limited and the remaining 4 lots are zoned Residential Multi-family. The use variance request will allow the requirement to have commercial development to be transferred to the 2 lots at the corner of Hillside and Henderson. Above the commercial space and the remainder of the property would be developed with multi-family units. The property is also bisected by an east/west, platted but unimproved alley. The petitioner is proposing to widen the alley and utilize it to access back-out parking spaces. The site would have one residential structure south of the alley and a residential structure and a mixed-use structure north of the alley. All three of the structures would be 2-stories and have a total of 30, 1BR units. The petitioners are proposing to install on-street parking on both Southern (5 parallel spaces) and Hillside (8 angled spaces). The angled spaces would be similar to what is found on the north side of Hillside and would primarily serve the commercial space. With the on-street spaces, the petitioner is proposing a total of 39 parking spaces. Initial issues to discuss are on-street parking, impervious surface coverage, streetscape improvements, and alley use.

Tom and Leslie Berry (BUGS/BUSS) - 1800 W. Tapp Road: This request is a PUD Preliminary Plan amendment to add "Recreation Center" to the list of permitted uses of Parcel I of the Woolery PUD. This would allow construction of a 26,000 square foot indoor gymnastics and soccer facility. Also proposed are 35 parking spaces. A secondary request is preliminary and final plat of a 7-lot subdivision. A plat is required to legitimize an illegal subdivision of land that took place around 2003. This includes dedication of ROW along Sunstone Dr. and construction or bonding for missing public improvements. Lots would be created for the Woolery Mill Building, the Woolery Administration Building/Cassady Electric, the floodplain of Clear Creek, a lot for a future building associated with the Woolery Mill, a lot for the proposed BUGS/BUSS, a lot for future construction south of the petitioner, and the remainder lot for the acreage of Parcel I to the east of the petitioner. Initial issues include sight distance for a future drive off of Tapp Road, stormwater management/water quality for Parcel I, ownership of floodplain, and unbuilt public improvements.

Crosley Warehouse - 1523 S Rogers Street: This is a 5.7 acre site with a 200,000 sq. ft. warehouse. The owners are requesting a PUD Preliminary Plan amendment to Parcel E of the Thomson (IEC) PUD to allow the redevelopment of the building into a Community Center. The specific request is to amend the list of uses to allow a Community Center. The property has several large trees along the south side of the property and along Rogers Street to the west. The B-Line trail runs along the east property line. There are two floodplains that encroach on the property with the West Branch of Clear Creek to the west and Clear Creek to the east. The south end of the property is bordered by the West Branch of Clear Creek. The main external improvement planned for the property would consist of installing parking spaces on the south side of the property. There is an existing drive cut on Rogers Street that would be the only vehicular access point. There is a pedestrian access point shown to B-Line Trail from the parking lot. The petitioner has shown a 25' buffer from the top of the creek bank to the new parking area. There are several rain gardens shown within the interior of the site to provide stormwater water quality improvements and detention. The parking spaces around the exterior of the parking area will all be paver blocks to decrease impervious surface coverage and to allow additional; stormwater infiltration.