



Monday, April 21, 2014
5:30 – 7:00 p.m.
Hooker Conference Room, City Hall

AGENDA

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. February 17, 2014
 - b. March 17, 2014
- II. Public Comments
- III. Communications from Committee Members
- IV. Reports from Staff
 - a. Local Motion Grant
 - b. Civil Streets Initiative
 - c. Bikes Month
 - d. Attendance Policy
- V. Old Business
 - a. Bloomington/Monroe County Bike Map
 - b. Rogers Group – 17th Street PUD
- VI. New Business
 - a. Yard Sign Project
 - b. Habitat for Humanity Final Plan
- VII. Topics suggestions for future agendas
- VIII. Upcoming Meetings
 - a. BPSC Regular Session - Monday, May 19, 2014, 5:30 - 7:00 pm, Hooker Room at City Hall, 401 N. Morton St
 - b. Monroe County Active Transportation Board – Monday, April 28, 2014, 5:00 – 6:30 p.m., 501 N. Morton St, Suite 106A, North Showers Building

Adjourn

MINUTES
BIKE AND PEDESTRIAN SAFETY COMMISSION
2-17-2014

INTRODUCTIONS

Members: Present: Stacey Williams, Mitch Rice, Jim Rosenbarger, Paul Ash

Ex-Officio: Vince Caristo- Planning
Scott Robinson - Planning
Justin Stuehrenberg - Planning
Josh Becker - Intern - Parks & Recreation
Roy Aten - City of Bloomington Engineering

Citizen: Eoban Binder - Citizen
Jaclyn Ray

APPROVAL OF MINUTES

Minutes from 12-16-2013 were approved as submitted.

PUBLIC COMMENT

Eoban Binder stated the bike lanes were not being plowed.

COMMUNICATIONS FROM COMMITTEE MEMBERS

Paul Ash stated the B-line seems to be better than it was earlier in the winter.

Mitch Rice stated he believed an employee of Public Works also plowed the B-line and thanked them too.

Stacey Williams stated the bike lanes have not been cleared very well, and wondered if anyone had looked into how much extra it would cost to clear the bike lanes.

Mitch Rice asked about specific locations because 3rd Street always seems to be plowed. He felt the City has done better than before in clearing lanes this year; better than past years.

Vince stated he hears both sides and has initiated a talk with the Public Works Director who is open to hear suggestions. Mitch stated he has seen tremendous progress.

Mitch stated the newer, thicker bike lanes do not work as well and seem to chip off. They seem to be a hazard to bicyclist because that quarter inch or so can turn a wheel quickly. He would like some data as to the better mode of stripping.

Roy stated it wasn't specified in this bid and that's why the thermoplastic was used. The next bid will specify in the bids for the thinner markings.

Jim Rosenbarger stated the sidewalks need to be cleared. Brief discussion about snow & sidewalks ensued.

NEW BUSINESS

a) Election of Officers

Vince stated the officers that need to be elected would be the Chair and Vice Chair. Currently Mitch has been serving as the Chair and Jim serving as the Vice Chair. Beginning with this meeting the agenda was developed with the Chair and Vice Chair. Vince stated that the role of the Chairperson or Vice-Chairperson would be to call work sessions as necessary.

Paul made a motion to re-elect the people currently in those positions, Mitch and Chair and Jim as Vice-Chair. Stacey Williams seconded. Mitch asked if Jim would like to reverse roles, and Jim stated he was fine being the Vice-Chairman.

All members present voted to approve the officers, with Mitch Rice serving as Chair, and Jim Rosenbarger serving as Vice-Chair for 2014.

b) ADA Transition Plan

Vince stated the City will be seeking input on the ADA Transition Plan. There is a draft plan ready to go before the public. Vince gave a history of the ADA. ADA requires that all public agencies with at least 15 employees have an ADA Transition Plan. This includes an inventory of all barriers to accessibility in programs and services that government agency provide. The City's current plan was passed in 1996. This effort was started through the Federal Highway Administration, who worked through the MPO's to make ADA Transition Plans an emphasis in transportation planning. Monroe County, and the Town of Ellettsville, have each created an approved ADA plan. ADA Coordinator for the City is Barbara McKinney. A team from Planning, Legal, and Public Works have been working on this plan. Also, the plan should be a living document.

Vince went through the plan and explained it to the members. One highlight is that City staff has looked at every piece of City owned sidewalk, ramps, and curbs and rated them based on the 10 criteria. There was discussion about the criteria and evaluation.

Vince explained how the City prioritizes these projects. Vince added that when the City does any kind of improvement to a road, at the same time, as a policy in this plan, adjacent curb ramps are upgraded. This happens anytime a street repaving projects happens. It is estimated that this year 510 curb ramps will be upgraded.

Jim took exception to the way these projects are prioritized. Discussion followed.

Vince concluded his report by stating public comment would continue through the end of the month. The plan has also been presented to The Council on Community Accessibility and the Monroe County Coalition for Accessibility and Mobility. The document is on the City's website and at the Indiana Room at the Monroe County Library. Staff is hopeful it will go on the agenda for City Council this Spring or Summer.

c) Events & Marketing Plan

Vince stated since he has been with the BPSC there has been interest in the areas of outreach and education. Vince explained the memo he sent to members and asked for comments and suggestions. Vince stated there is money in the budget to buy a table and tent for events such as the Farmer's Market.

Jim commented that it would be nice to take this table and tent to the events via a bike and wondered if that aspect could be addressed. Vince agreed it would be nice if everything could fit in a bike trailer, and will look into it.

Stacey stated that Freshman Orientation starts much earlier than August and it would be a good place to hit. Mitch stated Jack Rhoads has helped him get materials to freshman in the past at orientation.

Paul stated his opinion on events and parties has changed, and now believes it to be very effective in getting word out to people. Jim agreed, it is effective.

Vince summarized the three ways he sees to get the message out is, tabling events, physical presence, and on-line. Vince added there is \$2000 in the Bike & Ped Commission budget for advertising opportunities. Vince explained how word has gone out before with the help of Parks & Recreation.

Jim stated he would like to see an expansion of walking and biking promotion rather than compensating the Parks Department, as this is the Commission's budget.

Paul Ash put a plug in for WFHB and what a good job they do.

REPORTS FROM STAFF

a) Downtown Intersection Project - Justin Stuehrenberg from Planning explained there is a project underway for many pedestrian improvements downtown. There are local and federal funds available. The biggest part of the project is curb replacement and modifications. There will be extra piano key crosswalks painted, as well as road markings in the 10th Street, 3rd Street, and Atwater corridors. A pedestrian countdown timer will be installed in the downtown area where ever they don't currently exist. Timing signals will be installed to include an LPI, which is essentially an early walk.

There will be timing changes to control speeds and reduce the total cycle times of the signals so pedestrian phases will come along more often.

There was discussion about what federal funds could be used for. Jim was concerned about drainage issues around the ramps.

b) Bloomington Bikes Month - Vince introduced Joshua. Joshua explained he has been working with Steve Cotter in the Parks & Recreation Department, as well as Planning. Something that is being pushed this year is to increase the involvement in Bike to Work Day. Two solicitation letters went out, and feedback was received. Many Cities are bringing businesses into the fold to provide refreshments and energizer stations and promote their business. Bloomington will be doing the same, and there will be a map developed of all these locations. The event will conclude with the Bloomingfoods Bike Rally to celebrate the participation of the day.

c) New BPSC Grant Program - Scott stated this year the Commission has received some grants. He further stated he talked with Miah Michaelsen, who is Economic Development Director for the Arts, about what the Arts Commission does with their grant money. The BPSC has about \$1500. This is the inaugural year. Scott explained staff's vision for this grant program. Staff would like to time the grant with Bikes Month and make the announcement at that time. Scott stated he and Vince will be meeting with the Bicycle Club to get their take on their grant program so as not to compete for the same pool of applicants.

Paul asked what type of projects would they anticipate. Scott stated maybe something like a Gay Pride Parade, or the Latino Community Celebration, etc. where biking is not the major draw, but compliments the event. Art Bike was a great example of an event, people didn't come to bike that day, but rather to see art. Different ideas and possibilities were discussed.

d) Bicycle Instructor Corps - Vince stated he applied for a grant through the Bloomington Bike Club to provide funding to train up to five (5) instructors through the League of American Bicyclist Instructor Program. Since Raymond Hess left the City, Vince stated he is the only certified bicycle instructor in Monroe County. This money will pay the registration and travel fees. This will help target and deliver training for specific groups of people, such as families, women, college students, kids, etc. Currently the dates being looked at are in late August. The instructor and course would be brought to Bloomington. Vince stated he would like to have an application process for people in the spring time. One of the criteria he would like to have in the application is that participates will need to commit to teaching at least one course a year for the next two years. Vince stated he would like the Commission to help choose the applicants.

Paul stated he felt one of the criteria would be that once trained they would stay in town for a while. Vince stated he would include the application in a future meeting, and that was his thought when he asked for a commitment of one course over the next two years.

e) Development review update

Vince updated the Board on the Co-housing street connection. Their plan is going for approval on March 10th. The proposal is to build an alley like connection between Short Street and Maxwell Street. It will be accessible to people walking, biking, driving, as well as emergency use.

Vince updated the Commission on the Moore's Pike Office Building. The Petitioner does not want to build the path connection, but staff has put building the connection through the property as a condition for acceptance through the Plan Commission. This project will be heard by the Plan Commission on February 28th.

Vince stated the Habitat for Humanity project is on the agenda for the Plan Commission on February 28th at 5:30. If this project is approved it is between the railroad tracks and the B-line trail just north of Reverend Butler Park around Diamond Street. Paul Ash stated a comment on the H-T site seemed valid. that the traffic crossing angle at the B-line was problematic. Vince stated this is a rezoning process that needs to happen. This will ultimately go through the City Council. Staff, along with the Commission, if the process is approved will need to make some decisions about the design of the crossing on the B-line Trail, and what the signage should look like.

TOPICS SUGGESTION FOR FUTURE AGENDAS

Mitch asked if these could be e-mailed, and Vince stated yes.

Jim stated he would be interested to see what type of capital projects are going into the budget this year. He would like to have some early input into the budget.

Mitch stated he had someone ask him if the cinder path down south of Tapp Road will ever be paved. Mitch stated he would hope not, because this is good for runners. Mitch also wondered if horses were allowed on this path. Vince stated he was not sure but could ask Parks and Recreation.

UPCOMING MEETINGS

a) BPSC Regular Session - Monday March 17th, 2014 5:30 - 7:00 p.m. Hooker Room at City Hall

b) Monroe County Advise Transportation Board - Monday, February 24, 2014, 5:00 - 6:30 p.m., 501 N. Morton Street, Suite 100B, North Showers Building

Meeting adjourned by Mitch Rice.

MINUTES
BIKE AND PEDESTRIAN SAFETY COMMISSION
3-17-2014

INTRODUCTIONS

Members: Present: Mitch Rice, Jim Rosenbarger, Paul Ash

Ex-Officio: Vince Caristo- Planning
Roy Aten - City Engineering
Laurel Waters - Public Works

Citizen: Mark Stosberg

APPROVAL OF MINUTES

There was not a quorum present to vote for approval of the minutes from February 17, 2014. Jim did have comments about the minutes. The minutes will be amended and brought back to the April 21, 2014 meeting for approval.

PUBLIC COMMENT

Mark Stosberg brought in a bike map he had developed for the City of Richmond. He stated he led the 2008 map development, moved to Bloomington before it was complete, but not before he had chosen the photos. He stated the icons were from Calgary. The map was passed around for members to see.

COMMUNICATIONS FROM COMMITTEE MEMBERS

Paul stated he was anticipating when the City will be able to carve off part of the island at Allen and Rogers Streets. It continues to be a problem, as it is just a smidge to big. He stated it is easy to tell where it needs to be removed because the snow plows have marked it. Roy stated staff is looking at that but could not comment on when it would be done. Staff will look into it again.

Mitch stated the lane on 3rd Street between Jordan and Indiana is working very well. There are many people using it. Mitch stated he is appreciative that a couple of the grates were raised, unfortunately the last one is still as deep and dangerous as ever. This is also the locate where people get squeezed. Mitch requested if that one can be raised up to street level it would be a great advantage. This will make it a better commuter path. Roy stated this was on the schedule to replace the inlet, however, it was an unusual inlet so is on backorder for so long and has not come in. Roy continued stating this year the road

will be re-paved, with thermoplastic going down. Before that is done staff will look at that inlet and make adjustments to make sure there is an ADA, bike friendly grate.

Mitch stated as far as snow he felt the City did a pretty good job piling it. However, there was one problem area where the bus is unloading.

a) Work Session - March 10th Report.

Mitch stated he tried to find the work session and could not find it. Vince stated it was in the Hooker Room but started at 6:30 p.m.

Vince reported that Jim, Paul and Georgia Shank, from CONA, were present.

Jim reported they discussed the slow down signage that could be put together with assistance from CONA. Also discussed were different graphics, and how distribution would work. There are many neighborhood organizations, and a limited budget for the signs. Jim's idea was to loan them out for a specific amount of time. Mitch agreed moving them around from neighborhood to neighborhood was a good idea. Jim suggested letting the neighborhoods decide where the signs should be placed, and felt two weeks is a good amount of time for getting driver's attention. Also discussed were different messages the signs would convey, and a fun way to illustrate stopping distances. Examples were discussed.

Mitch asked if part of the BPSC budget would be put into the signs. Vince stated yes. Jim stated the signs discussed were like realtor signs with the wire frame. The cost was \$15 to \$18 each, depending on how many are purchased.

Vince said drafts of the sign could be drawn up. The next CONA meeting on April 16, 2014 in the Hooker Room at 7:00 p.m. Jim asked Paul to send out an e-mail reminder for this meeting.

Paul stated he had forwarded this to the CONA group and they were very enthusiastic.

Mitch asked if there would need to be a vote to authorize this use of money. Roy stated he would say yes, there would need to be a vote. Mitch agreed.

REPORTS FROM STAFF

a) 2014/2015 Capital Improvement Projects

Vince gave an update of the Capital Projects in the works for this year, and in the planning stages for next year. He reported that 22 miles of new on street bike facilities have been added in the last two years. Vince added that Bikeways Implementation Plan guides these efforts. Vince explained the funding for the 2015 projects was awarded in January from the MPO for the amount of \$200,000 to complete the projects.

Roy stated the timeline on the 2014 projects are still in design phase. Paul stated the stop sign at Allen and Rogers keeps being replaced from where the trucks run over it. Roy stated he believed the City would be looking at that intersection when Fairview is redone.

Jim asked when the 2014 Bikeways Implementation Plan projects were chosen. Vince stated they were chosen from the plan in the 2014 phase. Jim asked who did that. Vince stated it came from the ALTA Study that was completed in 2012. Roy added as he understood it, they took a big list of all projects and then they were batched out by year. Jim wondered if there was any feedback loop that is affecting how 2014 is being done. Vince stated there is a commitment to follow through on the Plan through 2016. Jim commented that he hope things, if needed, could possibly be readjusted. As an example he gave 4th Street from Rogers to Indiana as what he would identify as a low stress street and will have sharrows, bike lanes, etc, and for his purposes is very bikeable already. He also questioned if the bike lanes going down on E. Third, which is high stress, would be sued. He added signs need to be added to the underpass, and still there are no signs, and wondered if that needed to be on a three year implementation cycle to start making adjustments. He concluded his comment by stating he really wanted to see this work and really affect people.

Vince stated at a staff level it has been discussed to do better with maintenance and upgrades to existing facilities.

Roy stated all these projects have lead time. It is much more difficult to change a route. However, many of the minor changes that Jim brought up, especially the signing at 7th Street, if it is very specific and its known exactly what's needed then Staff can try to make that implementation. Roy stated tweaks inside a project the Council has appropriated funds for can be done, completely changing the route, would require going back to council for a change in appropriation.

Roy stated going forward to 2015 that is INDOT funding, requiring a couple of years lead time to get that funding, so the routes need to be locked in. Roy added, going forward to 2016 there is more flexibility. There is an opportunity there for the Commission to get together with Planning and make changes to 2016. Roy did not believe routes were locked in as much, and guessed that some of the routes in 2016 may not happen, some of them may be very expensive.

Paul asked to be reminded about the timeline for the 17th Roundabout. Roy stated utility relocation will be done in May. A notice to proceed will be received with the project beginning this summer. The road will be closed down for 3 months. At this point the construction should be over by November of 2014. Paul asked if that would include some type of bike facility. Roy stated there will be bike facilities around the loop that will continue to Monroe Street. That project stops on Arlington heading east. The City picks up in 2014 for the rest of Arlington where lanes will go all the way out on Arlington with the Greenways Plan. Heading east there will be a bike lane on the north side that goes all the way to Willis. The project stops at that point because there is no

funding to proceed. The City will fund the pedestrian facilities on the south side of 17th Street to continue the connection all the way over to the current project going on at Kinser.

There was brief discussion about planned bike facilities over Vernal when I-69 is complete.

b. Bloomington Commission on the Status of Women

Vince stated this was a request lobbying minimum wage. This group does not need to take action and the request has been retracted.

OLD BUSINESS

a) Local-Motion Grant Program

Vince reported that the guidelines are pretty much complete. There has been a meeting with the Bloomington Bike Club, as they have a similar grant program. BBC advised in their experience it is more challenging to get good responses than they had anticipated. Vince said letters of intent should be in by the end of April. The applicants will come to the BPSC's June meeting to talk about their proposal. Vince stated the only question staff has is if the Commission thought the applicant should be asked to match what they are asking for. As it was written, Vince explained, it has been required that the applicant include a 10% cash match.

Jim stated one project he would like to see is a walking school bus, and wasn't sure how that would fit the requirements, and wasn't sure how a 10 percent match would work. Jim wondered if it was written anywhere that the match could be waived. Vince stated he could look at see if there is a way to make things more flexible.

Mitch stated he like the requirement of a letter of intent. Vince agreed and said this would give the Commission a chance to shape the project before it was started.

Roy suggested they could allow the 10 percent match be labor. For some of these organizations coming up with the 10 percent can be tough.

Vince stated there is \$1500 available.

NEW BUSINESS

a) Future Capital Improvements Projects

Vince stated the project list for 2015 and beyond is more flexible and up for discussion. He said there are some projects from the 2016 Bikeways Implementation Plan, but beyond that suggestions can be made, such as location, and types of projects.

The following were suggestions made by members and marked on a map:

- 17th Street side path needs to be prioritized and finished.
- Greenways and transportation linkage in the entire College Mall Area, Covenanter, Buick Cadillac, Auto Mall, 2nd Street, etc.
- West Allen beyond Patterson
- Westside connections - Liberty Drive to Basswood, bridge over SR 37
- Connection to B-line at Opportunity House (Diamond Street), Black Lumber, South Walnut
- Connecting the B-line west
- Winslow and Allendale
- Polly Grimshaw - extend toward Smith Road
- Missing links at Country Club
- Smith Road/University/10th Street
- 3rd & Clarizz
- Sidepath along Country Club, Tapp, and developing connection between Jackson Creek and Clear Creek Trail
- East 2nd Street

Roy discussed a 2016 project for Highland, and Winslow to Miller.

b) Plan Commission Development Review

a. Roger Group - 17th Street PUD

Vince explained the petitioner is proposing to amend an existing PUD, and combine this PUD with more property for a total of 450 units on 61 acres. This will be a mix of student housing, affordable housing, rentals and some owner occupied. Planning has been thinking of how this relates to the directions the community wants to go with the new Growth Policies Plans.

Maps and plans were included in members packets. Vince stated staff does want the Commission's opinion on this. Vince asked that comments be sent to him and this will be brought back at the next meeting. This will go before the Planning Commission.

Paul felt that until there is alternative transportation facilities to the property it should not be developed. He also didn't feel student housing should go in there.

TOPICS SUGGESTION FOR FUTURE AGENDAS

Nothing discussed

UPCOMING MEETINGS

a) BPSC Regular Session - Monday - April 21, 2014 @ 5:30 - 7:00 p.m. Hooker Room at City Hall

b) Monroe County Advise Transportation Board - Monday - March 24, 2014, 5:00 p.m.,
501 N. Morton Street, Suite 100B, North Showers Building

Meeting adjourned at 7:02 p.m.

TO BE APPROVED

DRAFT

DRAFT

*See Davis Map

This map is intended to provide information to help you get out and ride your bicycle in Monroe County. Whether commuting to work or school, going shopping or to the park, or just riding for fun, bicycling is a great way to get around and to experience Monroe County.

Roads on this map were categorized using three primary factors associated with bicycling suitability. The categorizations are intended to help you get around, but do not represent a declaration of safety of any particular road. Please ride the roads and trails in Monroe County at your own risk. Note that some sections of roads in Monroe County are narrow, winding, and have some steep sections. Consider your bike handling skills, riding experience, the weather, and road conditions when deciding when and where to ride.

Hazards and Emergencies

- 01 IN CASE OF AN EMERGENCY**
Call **9-1-1** or tell someone else to call for you.
- 02 IF YOU ARE INVOLVED IN A CRASH**
- Call 9-1-1 or tell someone else to call for you
 - If you are in pain, stay put. Moving yourself or someone who is injured could cause even more injury
 - If your crash involves a car, make sure you get (1) the driver's name and contact info (2) their license plate number (3) their insurance info
 - Get an incident report number from the officer at the scene.
- 03 REPORT A ROAD HAZARD OR CLOSE CALL INCIDENT**
Visit bloomington.in.gov/ureport to report close calls, potholes, glass and other dangerous conditions

How to Register Your Bike

Registering your bike can assist you in recovering your bike if it's ever stolen. Register your bike through Indiana University for \$10 at the Parking Operations office located in the Henderson Parking Garage or through the City of Bloomington Public Works Department for free, 312-349-3410.

Biking at Night

If other drivers can see you, they are less likely to hit you. Visibility is key. Wear bright blinking lights and try to wear reflective clothing.



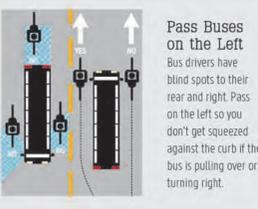
Love Your Bike? So Do Bike Thieves

- U-Locks are best, followed by heavy-duty cable/key locks
- Securely lock both wheels and frame to a bike rack, at the very least lock your front wheel
- Lock your bike where a thief is more apt to be noticed, i.e. a busy intersection
- Bicycles that are registered have a much greater chance of being returned



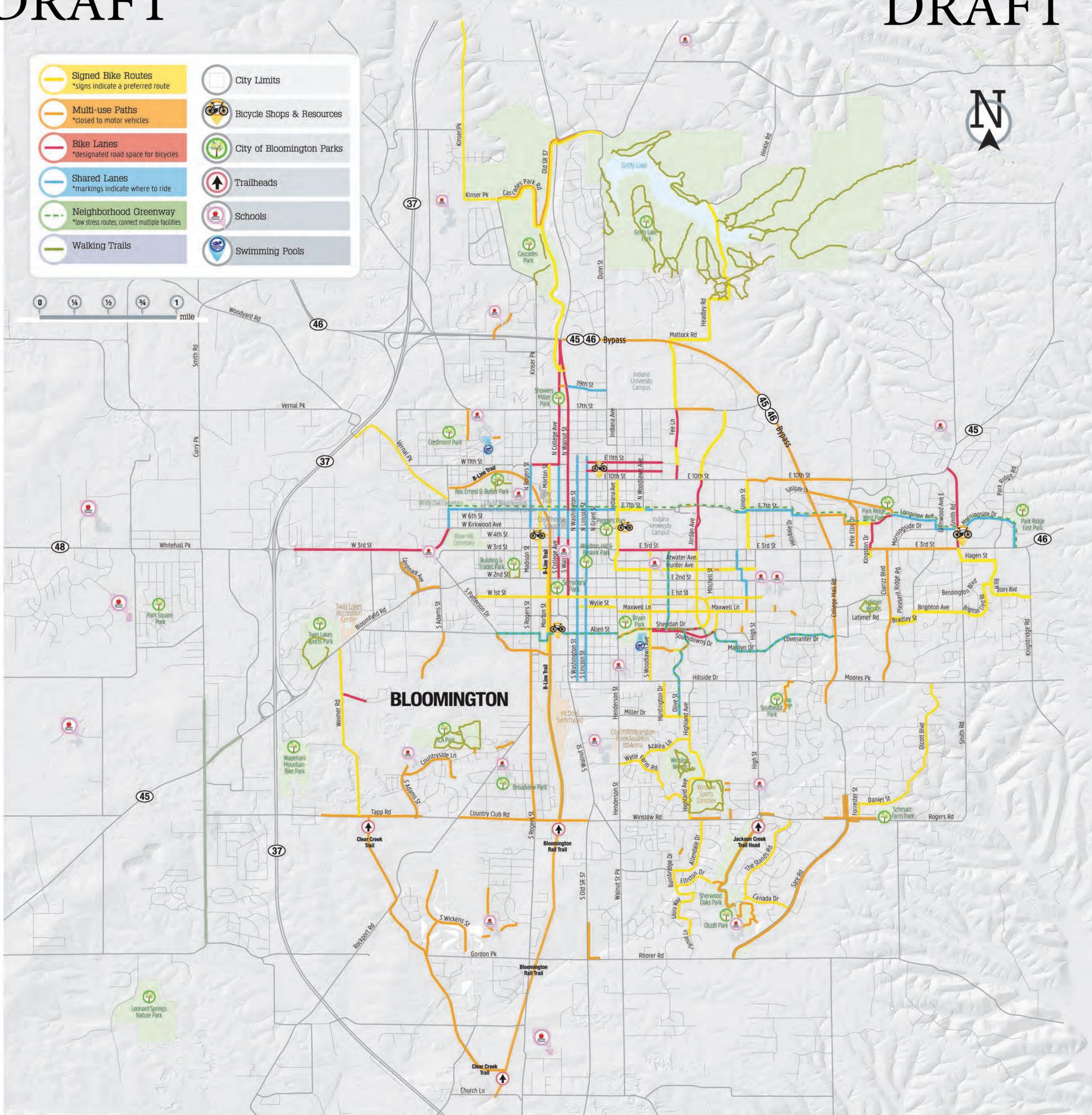
Bike and Ride

Every Bloomington Transit bus has a bike rack that carries up to two bicycles at no additional charge. Simply flip the rack down, load your bike, and secure the front wheel with the support arm. Board the bus and enjoy the ride!



Respect Pedestrians
Give pedestrians plenty of space and let them know you're near with your voice or a ring of your bell.

- Signed Bike Routes**
*signs indicate a preferred route
- Multi-use Paths**
*closed to motor vehicles
- Bike Lanes**
*designated road space for bicycles
- Shared Lanes**
*markings indicate where to ride
- Neighborhood Greenway**
*low stress routes, connect multiple facilities
- Walking Trails**
- City Limits**
- Bicycle Shops & Resources**
- City of Bloomington Parks**
- Trailheads**
- Schools**
- Swimming Pools**



Cyclist Time/Distance Scale
Depending on your pace, 10 minutes of uninterrupted cycling will yield the following average trip distances:
» If you travel at a leisurely 10 mph pace, you will travel 1.5 miles
» If you travel at a medium 15 mph pace, you will travel 2.5 miles
» If you travel at a quick 20 mph pace, you will travel 3.5 miles

Bike Shops *See Madison Map (dual coloring)
XX Bike Shops with Rentals
XX Bike Shops

BICYCLE DOCTOR
8551 W. Gardner Rd.
Bloomington, IN 47403

BICYCLE GARAGE, INC.
507 E. Kirkwood Ave., Bloomington, IN 47408

BIKESMITHS BICYCLE SHOP
112 S. College Ave., Bloomington, IN 47404

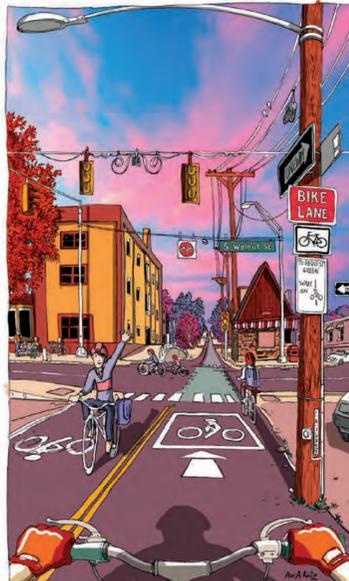
BLOOMINGTON COMMUNITY BIKE PROJECT
214 N Madison St., Bloomington, IN 47404
and Grimes Ln and the B-Line Trail

REVOLUTION BIKE AND BEAN
401 10th St., Bloomington, IN 47408

SALT CREEK CYCLES
4001 E. 3rd St. #6, Bloomington, IN 47401

Group Riding Etiquette
-signaling
-shifting
-braking

BLOOMINGTON / MONROE COUNTY BICYCLE MAP



Bloomington, Indiana
A COLLABORATION BETWEEN THE CITY OF BLOOMINGTON AND MONROE COUNTY PLANNING DEPARTMENTS
ADDITIONAL GRANT FUNDING WAS PROVIDED BY THE INDIANA GREENSPACES FOUNDATION
AND THE BLOOMINGTON BICYCLE CLUB.

BICYCLE TIPS



Walk Right, Pass Left
Pass others, going your direction, on their left. Common courtesy calls for ample space when passing pedestrians, especially for kids and pets who can often be unpredictable.

Use Hand Signals
Your movement affects other drivers, let them know what you intend to do. Signal as a manner of self-protection and courtesy.

Walk Bikes on the Sidewalk, Ride Bikes on the Street
Walking your bike keeps our sidewalks clear for safe and comfortable walking.

Scan the Road
Scan behind you to check for other vehicles prior to changing lanes. Scan the road ahead for pedestrians, hazards, car doors and zombies.

Negotiate with Drivers
Communicate with other drivers as a manner of safety. Signal and make eye contact with them. Assume they don't see you until they make eye contact with you.

Use Caution at Intersections
The majority of all crashes happen at intersections. Make sure you are visible, signal your intentions, be prepared to stop and proceed with caution.

Be Aware of Car Doors
Motorists can unexpectedly open doors, so be especially careful if you see someone in a car. It's best to ride a car doors width away, take extra space in the lane if you need to.

Ride Straight
Don't dodge between parked cars, ride in a straight line. Pass on the left and watch for cars entering the roadway from driveways.

Watch for Right Turns
Scanning the road ahead and taking the lane will keep you in a safe position. Stay behind traffic at intersections in case other vehicles turn right with no warning.

See and Be Seen
For safety and courtesy, use lights at night. The law requires the use of a white front light visible from at least 500 feet and a rear red light visible from 500 feet.

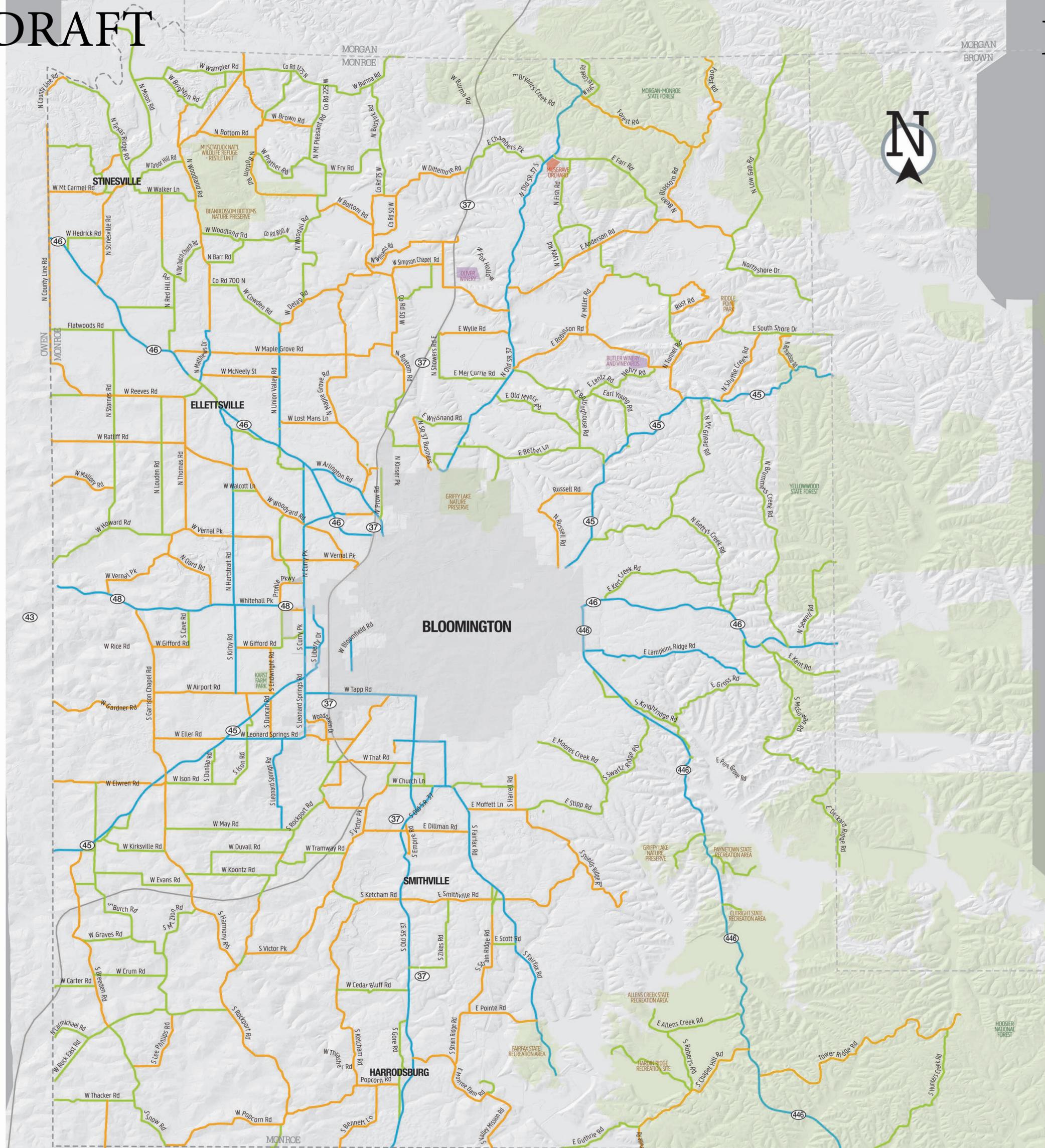
Ride Single File
State law says bicyclists may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Riding single file when being passed is courteous to other road users.

DRAFT

DRAFT



This area reserved for copy/text



MEMORANDUM

TO: MEMBERS OF THE PLAN COMMISSION

FROM: VINCE CARISTO/BICYCLE AND PEDESTRIAN COORDINATOR
Planning Dept. liaison to the Bloomington Bicycle and Pedestrian Safety Commission

RE: 1550 N. Arlington Park Dr (Rogers Group PUD)

DATE: April 14, 2014

The Bloomington Bicycle and Pedestrian Safety Committee (BBPSC) reviewed the proposed site plan at their regular meeting on March 17th. They made the following comments and recommendations.

Comments

- This property is poorly accessible by bicycling, walking, or transit.
- The site design is suburban in style and will discourage walking or bicycling to nearby destinations.
- The street design shows poor connectivity to the surrounding area. The high ratio of driving trips originating from the site will lead to greater exposure for people who do walk or bike.
- The proposal needs a better balance of uses within the site to reduce distances people need to travel to meet their needs, and

Recommendations

- The PUD should not be approved.



MEMORANDUM

To: File #4553, B-Line Residential Neighborhood
From: Jared Lesser
Subject: B-Line Trail and Neighborhood Roadway Intersection
Date: 03/03/2014

Monroe County Habitat for Humanity is proposing the construction of a 35 lot subdivision. The subdivision plans include a vehicular access road. This road will cross the existing B-Line Trail, a pedestrian thoroughfare that experiences substantial foot and bicycle traffic. The purpose of this document is to summarize the design procedures and recommendations for the proposed intersection.

Access to the property consists of a twenty-four foot asphalt road that connects at the east side of the existing intersection of North Diamond Street and West Cottage Grove Avenue. The access road crosses the B-Line Trail approximately one hundred and twenty (120) feet from the edge of the existing pavement. Efforts to promote human safety, match existing B-Line / roadway intersections, add aesthetic value, and limit the site disturbance required.

Human safety is the paramount concern. The proposed access road has a stop condition with stop sign and stop bar on each side of the B-Line Trail. Thermoplastic pavement marking and signage will indicate "PED XING" in both directions. The roadway centerline profile grade has also been designed to intersect the trail at a slightly lower elevation than the trail centerline profile grade as seen in Exhibit A. This feature provides a traffic calming measure acting to discourage those who choose to roll through stop signs and promote slow crossing speeds. Thermoplastic cross hatch will also be installed along the trail traversing the roadway at the location of the intersection to provide an even stronger visual indication of the increased pedestrian traffic and match the existing B-Line / roadway crossings. Please see the Crossing Exhibit attached herewith in Exhibit B for proposed layout.

The design of the proposed crossing is specified to match the existing crossings along the B-Line Trail. Along the trail, the crossing will feature brick pavers with concrete edge restraints, street name pavers, tactile warning, and thermoplastic cross hatch across the new roadway. These details from the BF&S 2009 design plans are attached herewith in Exhibit C.

The B-Line trail is utilized by pedestrians of all kinds. Bicycle traffic is considered to be the fastest moving. Providing adequate stopping sight distance was an imperative design consideration. Research into bicycle design speed revealed that 20 mph is typical for bicycle facilities similar to the B-Line. This speed is consistent with the design speed used in the original B-Line design plans. ASSHTO recommends a stopping sight distance of one hundred

twenty seven (127) feet for this design speed (FWHA). One hundred thirty (130) feet has been used assuming a 2.5 sec. perception reaction time (Dixon). Visual obstructions will be removed within these site triangles. Please see Exhibit C for excerpts from cited works.

The proposed design provides an aesthetically pleasing intersection where automobiles and pedestrians can interact in a safe and effective manner. It meets the spirit of our bicycle friendly downtown area and helps provide cohesiveness and interconnectivity vital to urban environments.

Attachments: Exhibit A – Crossing Profile
Exhibit B - Crossing Site Plan
Exhibit C – Crossing Details
Exhibit D - Works Cited Excerpts

Works Cited

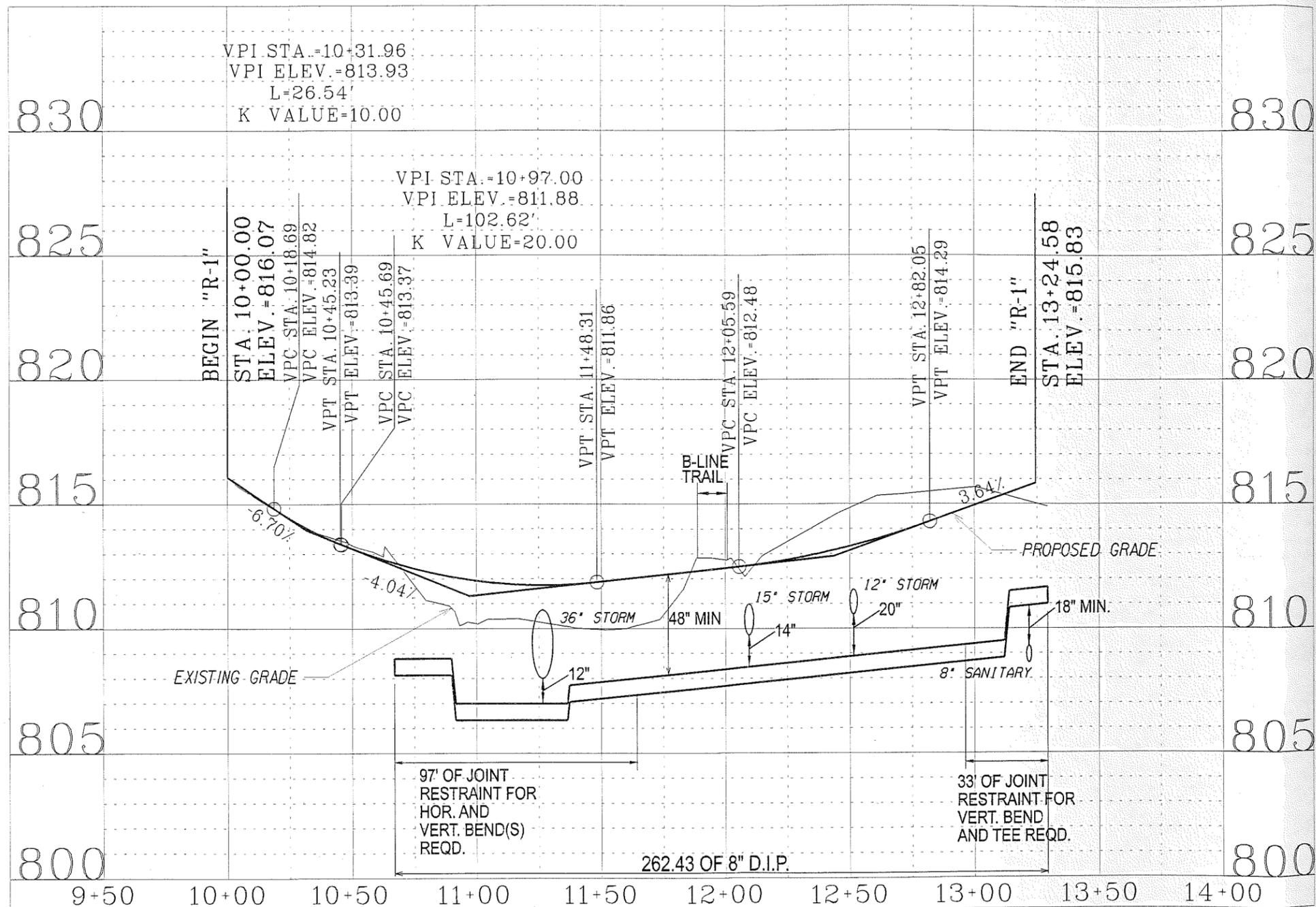
Dixon, Van Schalkwyk, & Layton (Date Unkonwn). *Driveways, Parking, Bicycles, and Pedestrians: Balancing Safety and Efficiency*. Retrieved February 2014 from the World Wide Web

www.accessmanagement.info/AM08/AM0804Dixon/AM0804Dixon.pdf

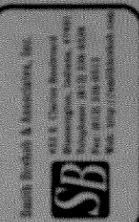
Federal Highway Administration (October 2004). Characteristics of Emerging Road and Trail Users and Their Safety. Retrieved February 2014 from the World Wide Web

<http://www.fhwa.dot.gov/publications/research/safety/04103/07.cfm>

Exhibit A - Crossing Profile



ROAD & WATER PROFILES: "R-1" & "W-1"



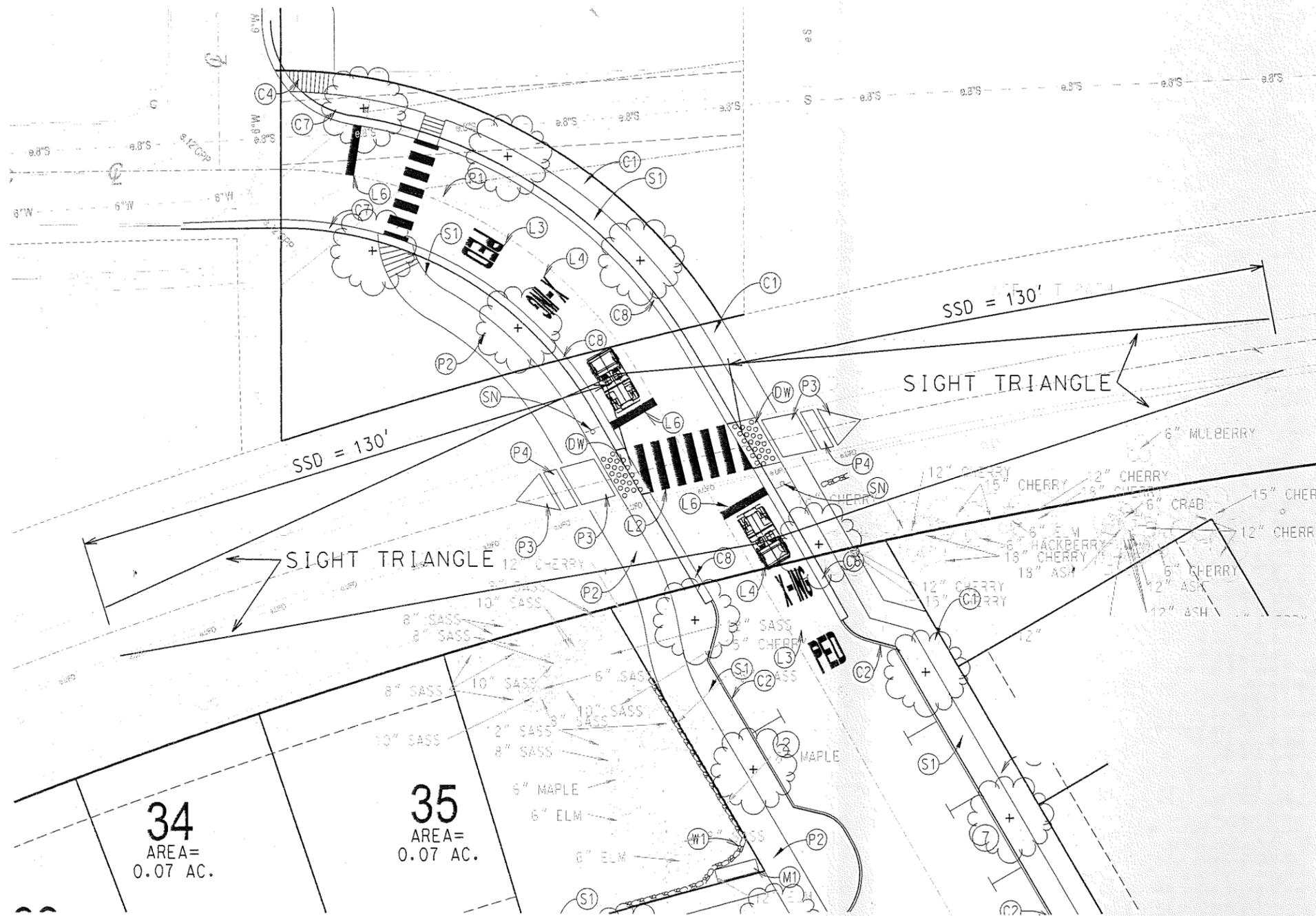
JOB TITLE
B-LINE NEIGHBORHOOD
MONROE COUNTY
HABITAT FOR HUMANITY

REVISED	BY	DATE

SLS
 RGH
 SLS

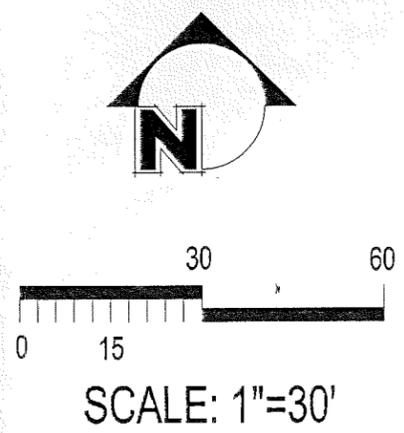
4553
 SHEET
1 OF 1
 1/09/14
 CROSSING
 PROFILE

Exhibit B- Crossing Site Plan



34
AREA=
0.07 AC.

35
AREA=
0.07 AC.



MATERIALS LEGEND

- ① CONCRETE SIDEWALK - WIDTH VARIES
- ② 4" THICK CONCRETE
- ③ 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
- ④ 6" STANDING CURB
- ⑤ CONCRETE STAIRS
- ⑥ CONCRETE CURB RAMP TYPE G
- ⑦ CONCRETE CURB RAMP TYPE K
- ⑧ CONCRETE CURB RAMP TYPE C
- ⑨ COMBINED CURB AND CUTTER
- ⑩ LINE, PAINT, SOLID, WHITE, 4"
- ⑪ LINE, PAINT, SOLID, WHITE, 24" X 12" CROSSWALK, 4" O.C.
- ⑫ PAVEMENT MESSAGE MARKINGS, PAINT, WHITE, WORD "PED"
- ⑬ PAVEMENT MESSAGE MARKINGS, PAINT, WHITE, WORD "X-ING"
- ⑭ LINE, PAINT, SOLID, WHITE, 24" X 6" CROSSWALK, 4" O.C.
- ⑮ LINE, THERMOPLASTIC, SOLID, WHITE, 24" STOP BAR
- ⑯ DETECTABLE WARNING
- ⑰ 1.0" HMA SURFACE
- ⑱ 3.0" HMA BASE
- ⑲ 7" COMPACTED AGGREGATE BASE #53, TYPE "D"
- ⑳ 1.0" HMA SURFACE
- ㉑ 1.5" HMA INTERMEDIATE
- ㉒ 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
- ㉓ STOP SIGN, R1-1
- ㉔ NURSERY SODDING
- ㉕ MAILBOXES
- ㉖ PAVERS, CITY OF BLOOMINGTON TO PROVIDE SPEC.
- ㉗ STREET NAME PAVERS, CITY OF BLOOMINGTON TO PROVIDE SPEC.
- ㉘ RETAINING WALL, MODULAR BLOCK
- ㉙ CONTRACTOR TO SUBMIT CERTIFIED SHOP DRAWINGS, STYLE AND COLOR BY OWNER

Smith, Brehob & Associates, Inc.
453 S. Cleritz Boulevard
Bloomington, Indiana, 47401
Phone: 317.346.6546
Fax: 317.346.6543
Web: http://smithbrehob.com

CERTIFICATION DATE	/ /
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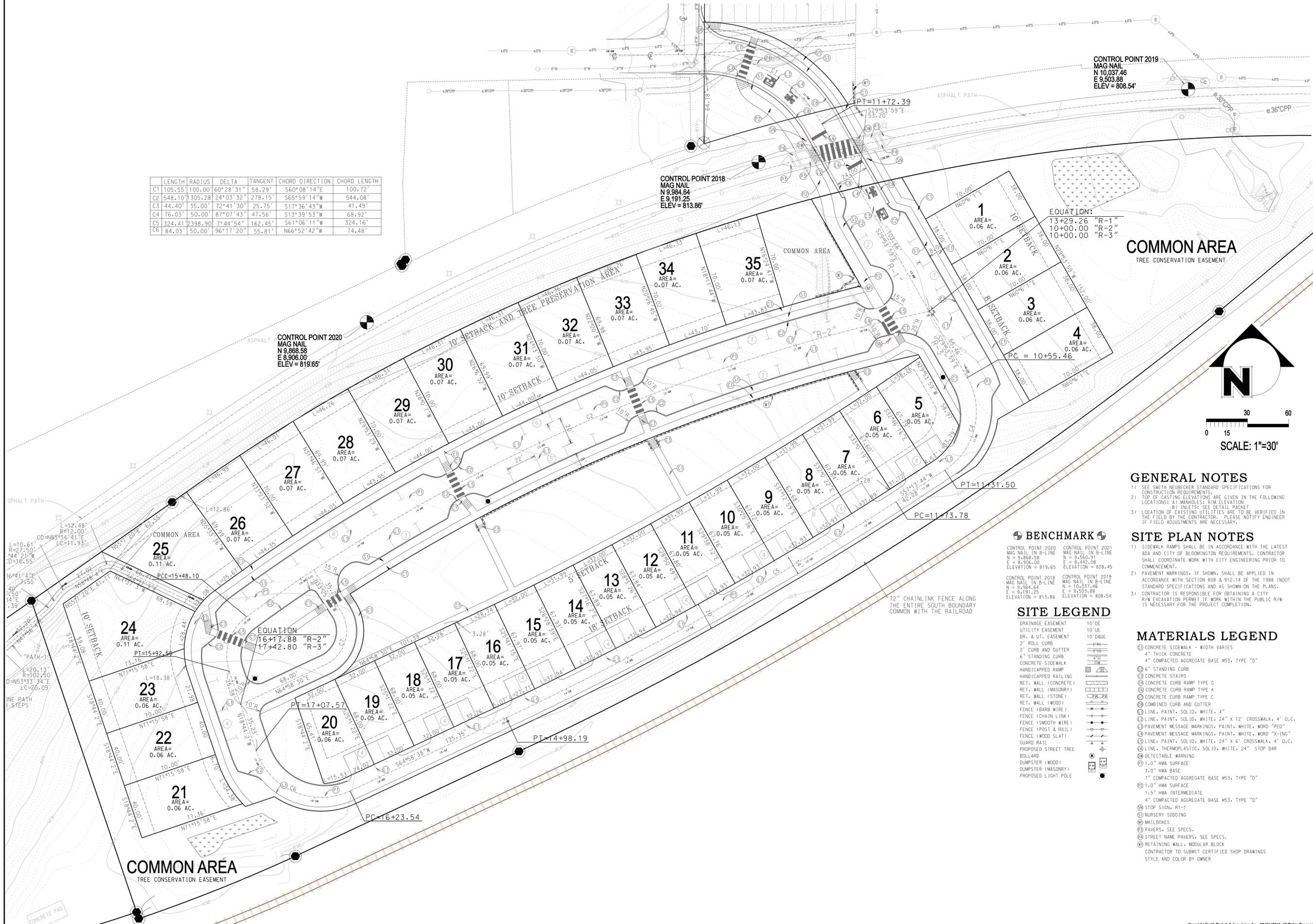
JOB TITLE
B-LINE NEIGHBORHOOD
MONROE COUNTY
HABITAT FOR HUMANITY

REVISIONS	BY	DATE

DESIGNED	SLS	DATE
DRAWN	RGB	DATE
CHECKED	SLS	DATE

JOB NUMBER
4553
SHEET
1 OF 1
DATE
1/09/14
CROSSING
PLAN

LENGTH	RADIUS	DELTA	TANGENT	CHORD DIRECTION	CHORD LENGTH
C1	105.55'	100.00'	60°28'31"	S60°08'14"E	100.72'
C2	548.10'	1305.28'	24°03'32"	S65°59'14"W	544.08'
C3	44.40'	35.00'	72°41'30"	S17°36'43"W	41.49'
C4	76.03'	50.00'	87°07'43"	S13°39'53"W	68.92'
C5	324.41'	2398.90'	7°44'54"	S61°06'11"W	324.16'
C6	84.03'	50.00'	96°17'20"	N66°52'42"W	74.48'



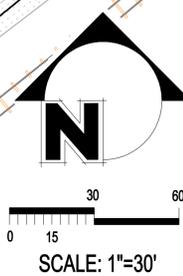
CONTROL POINT 2019
MAG NAIL
N 10,037.46
E 9,503.88
ELEV = 808.54'

CONTROL POINT 2018
MAG NAIL
N 9,984.64
E 9,191.25
ELEV = 813.86'

CONTROL POINT 2020
MAG NAIL
N 9,868.58
E 8,906.00
ELEV = 819.65'

EQUATION:
13+29.26 "R-1"
10+00.00 "R-2"
10+00.00 "R-3"

COMMON AREA
TREE CONSERVATION EASEMENT



GENERAL NOTES

- SEE SMITH NEUBECKER STANDARD SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS.
- TOP OF CASTING ELEVATIONS ARE GIVEN IN THE FOLLOWING LOCATIONS: A) MANHOLES: RIM ELEVATION B) INLETS: SEE DETAIL PACKET
- LOCATION OF EXISTING UTILITIES ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR. PLEASE NOTIFY ENGINEER IF FIELD ADJUSTMENTS ARE NECESSARY.

SITE PLAN NOTES

- SIDEWALK RAMPS SHALL BE IN ACCORDANCE WITH THE LATEST ADA AND CITY OF BLOOMINGTON REQUIREMENTS. CONTRACTOR SHALL COORDINATE WORK WITH CITY ENGINEERING PRIOR TO COMMENCEMENT.
- PAVEMENT MARKINGS, IF SHOWN, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 808 & 912.14 OF THE 1988 INDOT STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CITY R/W EXCAVATION PERMIT IF WORK WITHIN THE PUBLIC R/W IS NECESSARY FOR THE PROJECT COMPLETION.

MATERIALS LEGEND

- ① CONCRETE SIDEWALK - WIDTH VARIES
 - ② 4" THICK CONCRETE
 - ③ 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
 - ④ 6" STANDING CURB
 - ⑤ CONCRETE STAIRS
 - ⑥ CONCRETE CURB RAMP TYPE G
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 - ⑬ PAVEMENT MESSAGE MARKINGS, PAINT, WHITE, WORD "X-ING"
 - ⑭ LINE, PAINT, SOLID, WHITE, 24" X 6" CROSSWALK, 4" O.C.
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 - ⑯ DETECTABLE WARNING
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 - ⑱ 3.0" HMA BASE
 - ⑲ 7" COMPACTED AGGREGATE BASE #53, TYPE "D"
 - ⑳ 1.0" HMA SURFACE
 - ㉑ 1.5" HMA INTERMEDIATE
 - ㉒ 4" COMPACTED AGGREGATE BASE #53, TYPE "D"
 - ㉓ STOP SIGN, R1-1
 - ㉔ NURSERY SODDING
 - ㉕ MAILBOXES
 - ㉖ PAVERS, SEE SPECS.
 - ㉗ STREET NAME PAVERS, SEE SPECS.
 - ㉘ RETAINING WALL, MODULAR BLOCK
- CONTRACTOR TO SUBMIT CERTIFIED SHOP DRAWINGS STYLE AND COLOR BY OWNER

BENCHMARK

CONTROL POINT 2020
MAG NAIL IN B-LINE
N = 9,868.58
E = 8,906.00
ELEVATION = 819.65

CONTROL POINT 2021
MAG NAIL IN B-LINE
N = 9,560.91
E = 8,442.08
ELEVATION = 828.45

CONTROL POINT 2018
MAG NAIL IN B-LINE
N = 9,984.64
E = 9,191.25
ELEVATION = 813.86

CONTROL POINT 2019
MAG NAIL IN B-LINE
N = 10,037.46
E = 9,503.88
ELEVATION = 808.54

SITE LEGEND

- DRAINAGE EASEMENT
- UTILITY EASEMENT
- DR. & UT. EASEMENT
- 2" ROLL CURB
- 2" CURB AND GUTTER
- 6" STANDING CURB
- CONCRETE SIDEWALK
- HANDICAPPED RAMP
- HANDICAPPED RAILING
- RET. WALL (CONCRETE)
- RET. WALL (MASONRY)
- RET. WALL (STONE)
- RET. WALL (WOOD)
- FENCE (BARB WIRE)
- FENCE (CHAIN LINK)
- FENCE (SMOOTH WIRE)
- FENCE (POST & RAIL)
- FENCE (WOOD SLAT)
- GUARD RAIL
- PROPOSED STREET TREE
- BOLLARD
- DUMPSTER (WOOD)
- DUMPSTER (MASONRY)
- PROPOSED LIGHT POLE

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Fax: (812) 336-0613
Web: http://smibhbrubach.com

CERTIFICATION DATE: / /

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MONROE COUNTY
HABITAT FOR HUMANITY

REVISIONS	BY	DATE

DESIGNED	DRAWN	RGB	CSL	DATE

JOB NUMBER
4553

SHEET
2 OF 13

DATE
03/31/14

SITE PLAN

BPSC Yard Sign Concepts



"Kill Speed - A"



"Kill Speed - B"



"Stopping Distance - A"



"Stopping Distance - B"



"Twenty Plenty - A"



"Twenty Plenty - B"