

Bicycle Pedestrian Safety Commission

AGENDA

November 13, 2023, 5:30 P.M.

In-person and virtual hybrid meeting

McCloskey Room, #135

Online link:

<https://bloomington.zoom.us/j/6359441221?pwd=bXRYTnNJV2xMbTRLLeE00QW9XWnRjQT09>

Meeting ID: 635 944 1221

Passcode: COBPT

Dial in: +1 301 715 8592

Meeting Agenda:

1. Attendance
2. Approval of Minutes - October 9, 2023
3. New Business
 - a. E Miller Dr Traffic Calming
 - i. *Item to be voted on
 - b. Traffic Calming and Greenways Program Rubric Review
 - i. *Item to be voted on
 - c. Local Motion Grant Presentations
 - i. Monroe County YMCA
 - ii. Monroe County Public Library
 - iii. MCCSC Adult Education
 - iv. Boys and Girls Club of Bloomington
 - v. Blue Bee Ecological Endeavors, Inc.
 - d. Staff Led: Advisory Transportation Commission Proposal
 - e. Feedback Requested from Boards and Commissions – Bicycle and Pedestrian Safety Commission Letter
4. Old Business
5. Reports from Commissioners
6. Public Comment
7. Adjourn

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City of Bloomington, Indiana

Bicycle Pedestrian Safety Commission

MINUTES for October 9, 2023, 5:30 P.M.

1. Attendance

City Staff: Hank Duncan, Steve Cotter and Sean GM of SYP P&R, Eric Arthur with WSB engineering consultant
Commissioners: Paul Ash, Jaclyn Ray, Mitch Rice (Z), Pauly Tarricone, Ann Edmonds, Rob Danzman
(Kori Renn absent)

Public who spoke: only recorded names of the public who made comments, see below

2. Approval of Minutes - September 11, 2023 **Pauly:** moves, **Paul:** seconds; **Roll Call:** all in favor, yes

3. Old Business

E Morningside Dr Neighborhood Greenway i. Item to be voted on*

Hank: not a formal presentation, give updates, last month closed public comment, now on to commissioner discussion, commissioners had asked for more data on Saratoga, in past 5 years one crash on Saratoga, 150 vehicles, avg. speed ~22 mph, 85 percentile goes 30mph, 37% go above speed limit of 25 mph, assumption that cut through speeding will happen when Morningside greenway goes in, due to neighbor feedback, staff recommends to put speed humps on Saratoga along with Morningside Greenway project **Ann:** so more public comment supporting? **Hank:** yes, emails after last meeting **Ann:** based on previous data **Hank:** based on current and presumed increase **Pauly:** cost concern, not just think in dollar amount but dollar amount per household for tax revenue, with 20k household at 15k for just Saratoga speed humps **Hank:** yes, but standalone 40k-50k **Pauly:** so \$1 a household if included with the Greenway project, seems like a lot of support **Ann:** resident led was only for Morningside **Hank:** I believe so, more limited scope, staff-led is broader in scope
Paul: moves to approve **Pauly:** seconds **Roll Call:** all in favor, yes, approved

4. New Business

a. Hillside & Olive/Weatherstone Intersection Improvements i. Item to be voted on*

Hank: another TCGP, slide presentation given, part of H-W project, furthest southern end, key to south corridor through town, a lot of public feedback for this intersection, separated project, got prioritize on its own, two public meetings: one on site, one Aug. 30th at City Hall, open comment period, now at BPSC Oct. 9th for vote, showed resident feedback on screen: corridor as a whole should be evaluated...curb/lip to get onto Olive...hard to cross during rush hour-winter-dark...hard to share Olive with cars...more visibility...lots of destinations south of this intersection...safely get to Bryan Park without a car from the south end of Bloomington; this project will improve and lower barriers **Eric Arthur:** other alternatives i) median island: does provide a refuge for bike-led but would require widening and shifting Hillside which inc. cost, restricts vehicle turning movements, narrow width of median wouldn't accommodate bike trailers; PHB P?-hybrid beacon pros: draws more attention due to red lights negs: best suited to mid-block, site restrictions due to hills, high cost; RRFB positives: more visible, negs: no forcing drivers to stop; All-way stop or traffic signal: pos: full stop neg: not warranted at that specific intersection, not good for traffic operations e.g. stop even if no peds, large cost; moving trail crossing to Highland pos: is a signal, negs: at that location Highland not currently a Greenway and would need an update to make that a safe crossing so what City came up with: proposed design: RRFBs with geometric improvements, new curb ramps for peds at all four corners, narrowing lanes for bikes, realigns intersection, shortened pedestrian crossing distance, widening south leg of Olive to share with cars, install pavement markings, installing bike-ped push buttons, install speed feedback signs along Hillside east and west of this intersection: low cost high impact best suited for this location base on traffic volumes **Paul:** no island? **Eric:** correct **Pauly:** rumble strips? Tactile to draw attention **Eric:** we will look into that **Steve:** possible to raise the grade of the intersection? **Eric:** no **Pauly:** cost of adding grade or texture? **Eric:** design and construction cost, utility conflicts, drainage because at the bottom of two hills, this is not an infrastructure heavy improvement so if this needs to change, it can be updated **Ann:** widening Olive just at intersection, what about private driveway? **Eric:** widening to the east so driveway will remain open **Ann:** they park parallel to street **Eric:** this alternative fits within City ROW **Ann:** making Weatherstone narrower **Eric:** correct, to better line up the whole intersection crossing, also right now it's so wide that it creates confusion of who would take whole lane, new version bike has to claim the lane, safer condition because less confusion **Ann:** almost no cars go straight across, bike-peds go straight but almost all cars turn right or left **Eric:** so the car has to wait behind **Ann:** how easy is it to reach the bicycle push buttons? **Eric:** on curb an arm's reach like 4th and Rogers, on all four corners **Ann:** any another other questions or comments? **Pauly:** trade-offs with texture in the road besides cost? **Eric:** up-front cost and maintenance cost, not snowplow friendly, second, typically not great to introduce something in an isolated location, better to have it corridor wide b/c ppl tend to get used to them **Ann:** rumble strips at round-about near Goat Farm, worn off now, may not need to be put back **Pauly:** Hillside corridor study in future? **Hank:** not on the books for a corridor study, but in Transportation Plan there are plans to add protected bike lane, this project has put a new light on this corridor, did traffic counts last month shows it is in need of

it **Eric**: speed feedback sign will be put in, also tracks data **Ann**: there is one there near Templeton, there are a lot of bus stops where pedestrians can't cross safely **Hank**: we look at all modes of transportation **Pauly**: trepidation about crossing Hillside, wary of scope-creep, this project won't solve all of the problems **Ann**: more comments? None
Public Comment: please raise hand in room or online; none
Paul: moves to approve **Rob**: seconds **Roll Call**: all in favor, yes, approved

b. B-Line Safety – Parks & Recreation

Steve Cotter: B-line has been repaved, tree root section, several other sections sealed cracks, bridge getting worked on for a week, detour cross-walk underneath at grade on Grimes, new connector trail from stage to parking lot on Walnut, center-line dashed stripe will be painted this month, trail package sent out with some updates with new signage **Sean**: new connection not done yet to parking but soon, one week bridge closed **Steve**: new signs with uniform trail rules **Ann**: City MUPs can we have uniform rules? Some are P&R and some are not should the same municipal codes apply? **Steve**: makes sense for the most part, some MUPs may have some different features, the county has some funding for user activated lights at crossings, county is adopting same rules **Jaclyn**: any enforcement? **Steve**: no officers dedicated to that, phone numbers on signposts is Parks office Mon-Friday 9-5pm
Sean: U-Report too **Ann**: removing pear trees? **Steve**: yes, slowly across the City, we will put in root barriers, need to go root pruning, Somo Development has connected to rail trail near Rogers, we will be adding signs **Ann**: was the bridge closed earlier this summer? **Steve**: no this is the project we talked about in spring, this is when the contractor could get to it **Ann**: serious accident, read about it in the paper, no police enforcement of laws, why not? Will the posted signs make the laws easier to enforce? **Steve**: yes **Pauly**: their brakes failed **Ann**: he knew there were no brakes **Paul**: he swerved into the woman, unintentional **Ann**: hard to understand why reckless endangerment, like driving a car with no brakes **Steve**: you are probably right, watched the video, appears he was swerving around something on the trail **Amanda Whittaker**: coming off bridge so fast, straight down the middle, it felt intentional, I now know it was not, he said he didn't have brakes and lost control of the bike, jerked the steering column, did not have a functioning bike, he was very forthcoming, I wouldn't want him to go to jail or criminal charges pressed, my problem was that the police let him leave on that bike, can we have signage that says you should have a functioning bike? **Steve**: I hope you are okay **Amanda**: yes, I'm okay, doing a lot better, thank you **Paul**: I definitely use my brakes on that downhill **Ann**: someone wrote that cyclists should be required to dismount, I have done that **Pauly**: instead of punitive, maybe through Bike Project? **Hank**: we've been talking about that, if we as a City want to encourage using bikes, maintenance of bikes is important, create program to help with bike maintenance esp. lower income folks, maybe discount for local bike shops tune ups? **Steve**: signs aren't going to get ppl to maintain their bikes, there are three recommendations on the signs that apply to this, hard to legislate **Jaclyn**: having the center stripe will help **Ann**: what is the purpose of the curfew? Late shift job? **Steve**: in reality ppl use the B-line to commute after 11pm, not cited for that, may be more for loitering on the trail **Sean**: all parks close at 11pm, the trail system no-one has been told they can't ride through, they can't just stay in the park, allows to ride through **Ann**: does imply **Steve**: yes implies but doesn't say **Pauly**: not a widely shared sentiment that can't ride on B-line at night, it is a lot safer **Steve**: than driving your car **Sean**: mostly here to observe **Steve**: open to ideas to make the trail safer **Sean**: enforceability, most of our solutions wouldn't have helped in Amanda's situation, we hope to reduce possibility of accidents
Amanda: just uncomfortable with him riding off on his brake-less bike and me in an ambulance **Sean**: what police are actually going to enforce is for the police, but for P&R staff not going to enforce say speed limit with radar gun **Ann**: e-bikes can go much faster, need safety on MUPs for City, not only P&R **Jaclyn**: Transportation Plan revision and SS4A will possibly improve that **Pauly**: signage **Rob**: enforcement has come up several times, advisement from police, or we send questions their way? We are making guesses and assumptions, what is their perspective? **Pauly**: wary of additional policing on the trails **Rob**: not more police presence, just here at a commission meeting and public engagement, positive interactions **Jaclyn**: paint "slow or slow down" on the bridge, separate bicycles and peds in the future, two parallel trails is safer
Public Comment: **Amanda**: is there a way to slow down the bridge into the trail? it's a flaw to have such a steep incline, it can be so crowded, without a little bit of enforcement there are no rules to be followed, the pedestrian is getting lost in there, 20 mph across the board, esp. in SYP there are kids etc., need some minimal enforcement, private security in a golf cart, not get out of his golf cart, should be separated modes of travel, **Pamela**: every walker I know has been hit by a bicycle, there are places where bikes don't need to be like Bryan Park **Amanda**: I'm not anti-bike, good opportunity for etiquette campaign, more ppl downtown, 400 signatures consideration of separation of bike-peds on MUPs ****secretary note: I didn't catch exactly what the petition is asking for and to P&R? or City wide?**
Ann: bicycles have standard to say 'on your left' sometimes pedestrians move left, they hit the cyclists in that situation, cost and room **Betty-Rose**: bicycles and peds are not the same, your commission doesn't know that, when bridge opened two little girls on bikes said 'first two peds', painting "slow" on the bridge is brilliant idea, used to walk with dogs on B-line, not enough saying 'on your left', listening for whiz of a speeding bike, I walked down Allen St. to the B-line, becomes too narrow, thinking of a stripe down the middle, we all have half a lane to use, each lane has peds, dogs, bikes, scooters, that's a lot of traffic, maybe painting 'please share' and stencils of bike-ped-dogs-walkers randomly along the B-line, why should they stick to right side if no one else is on it? Mobility options include canes, walkers and wheelchairs, emphasis on individuals moving their individual selves, good to promote public transit, it got lost in the shuffle **Chris Meyer**: I ride bike for work, encourage commission to consider recreation aspect of certain

trails and transportation side, we need complete streets, as a commuting cyclist I want separation, I don't want to hit someone and I don't want to be hit by a car, the more separation makes bikes and pedestrians all feel safe, signals for bikes to cross intersections, bike lanes with a painted stripe is a good start, but physical separation in the future is better, painting "slow down" on B-line bridge is a good idea, or a sign to dismount **Michael M.:** question about stripe down the middle, what is the rationale? counter-intuitive, you've got a certain space mixing bike-peds **Steve:** recommendation from BPSC, will let some ppl know which side of the trail to be on, give cue to stay to the right to avoid head on collision, left side is used as a passing lane just like driving **Ann:** looking for action items from us? **Steve:** recommendations to make trail safer **Ann:** consistency across the City **Pauly:** paint "slow" on bridge.

c. Feedback Requested from Boards and Commissions – Bicycle and Pedestrian Safety Commission

Hank: your thoughts on BPSC duties and responsibilities, larger discussion on merging boards, 6:59pm so need to vote to extend meeting **Rob:** motion to extend 10 mins. **Pauly:** second **Roll Call:** all in favor (Mitch screen not on);

Hank: sent email on duties of this commission, we want your thoughts on, does this accurately reflect? suggest revisions? **Paul:** BPSC reason it was started b/c everything was so auto-centric, Transportation Commission and BPSC recommendations about the 7-line stop signs are just ignored why do this? **Ann:** I think language describes what we do, we don't quite have the same functions with the other two who deal with cars, might make sense to join with accessibility, motorized wheelchairs **Pauly:** scope is more limited, scooters, skate boards, micro-mobility not reflected in current language, not just bikes and peds, ppl with no barrier bet'n them and street user **Rob:** concern about consolidation, I understand efficiency, but inefficiency can be good, redundancy to say peoples thoughts and feelings, consolidation seems too efficient **Ann:** in my five years, one time where Mallory had to present the same thing to both us and parking commission related to Binford school, has there been any other overlap? How much does that happen? **Hank:** 7-line is one, it is rare **Jaclyn:** could we all go to one presentation? **Pauly:** more vulnerable street users would be... **Hank:** not talking about consolidation, we're asking about duties and responsibilities statement **Ann:** major point we are concerned with micro-mobility, e-bikes, where do we draw the line? **Paul:** 'alternative transportation' could include buses **Rob:** name of commission might need changing, our scope is broader than bicycles and pedestrians **Jaclyn:** what is a white paper? who does the research and to what standard? how long does it have to be? and Roberts Rules? Could we be trained on RR? Events don't happen unless a commissioner makes it happen which is so rare **Ann:** really staff make events happen, not commissioners **Jaclyn:** true.

5. Reports from Commissioners (skipped)

6. Public Comment (skipped)

7. Adjourn at 7:10pm



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 Speed Humps

Application Criteria:

Project Scope: Project length is subject to staff approval. Generally, proposals should be more than one block and up to about 6 blocks; this can range from about 330 feet to 2,200 feet. Staff will work with applicants during pre-application meetings and determine a logical project length based on intersections, topography, and other factors. **Projects generally can be only one street; staff may allow a proposal for two or more streets.**

Road Typology: The Resident-Led Traffic Calming Process is best suited for streets designated as Neighborhood Residential in the Transportation Plan. **Neighborhood Connectors require additional approval of EMS Providers to be eligible for the Resident-Led Traffic Calming program.** Staff will work with applicants during the pre-application meeting to determine the road typology, and staff will coordinate with EMS providers to determine the feasibility of traffic calming on Neighborhood Connector streets.

Performance Objective 1.1 (Equity): Census Block Groups* that have an increased prevalence of vulnerable users. Demographic data is scored relative to all other census block groups within the City.

1.1.1	% of households w/ children under the age of 17 + % of households w/ adults over the age of 65+	Aggregate z values for all listed performance objectives	.01 x rank of observed z-values [(1-91) 1, being the lowest performing census block group, 91 being the highest] *20 = # of points
1.1.2	% of households w/ people with disabilities		
1.1.3	Difference of the highest reported median income – observed median income		
1.1.4	% of households w/o access to a car		

Performance Objective 1.2 (Demand): Areas that have an increased prevalence of users

1.2.1	Highest Walk Potential Score for all hexagons which fall at least 25% within the boundary of the proposed project area of the Bloomington 10- Minute Walk Score Rubric	1-14 points
1.2.2	Does at least 50% of the proposed project area fall on a street that is recommended as a Neighborhood Greenway in the Transportation Plan ? Is it a Greenway that is part of the Priority Network?	No- 0 points Yes, Neighborhood Greenway that is part of the Priority Network- 1 point Yes, Neighborhood Greenway that is NOT listed as part of the Priority Network – 2 points

* Census Block Groups: If a census block group includes more than a single Census Block Group (CBG), the equity scoring shall reflect the percentages in proportion to the area which falls within each zone for an aggregate total to represent the entire project.

*Census Block Groups (cont.): If a proposed project, in whole or part, outlines a border between multiple Census Block Groups (CBGs), the percentage of the project which serves as the border will be weighed with equal measure between the respective CBGs. Any remaining

portion of the proposed project (which falls does not serve as the border) will earn points in proportion to the number of feet of the proposed project which is entirely contained within the associated CBG.

Performance Objective 2 (Safety): Areas with an increased incidence of crashes and behaviors which are causal in injury. Speed data and crash data is scored relative to the other projects in the applicant pool.

2.1 Speed Data

2.1	% of performance based on Speed/Volume Score* based on data collected within the past two years	# of vehicles 1-5mph > speed limit (1 point)+ # of vehicles 5-6mph > speed limit (2 points)+ # of vehicles 6-10mph > speed limit (3 points)+ # of vehicles 11-15mph > speed limit (4 points)+ = Total Speed/Volume Score Percentile of observed data * 38 points <i>(example, an observed value at the 40th percentile would equate to 15.2 points)</i>
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2.2 Crash Data

2.2.1	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was possibly a contributing factor	0 crashes = 0 points Percentile of observed data * 8 points <i>(example, an observed value at the 30th percentile would equate to 2.4 points [.30 x 8=2.4])</i>
2.2.2	# of crashes/foot within the proposed traffic calming boundary (not including intersections) within the past 7 years where speed was likely a contributing factor	0 crashes = 0 points Percentile of observed data *20 points <i>(example, an observed value at the 60th percentile would equate to 12 points [.60 x 20=12])</i>

Scoring Mechanism/ Weight (Points Possible):

- | | |
|--------------------|-------------|
| 1. Equity | (18%) |
| 2. Demand | (16%) |
| 3. Safety- Speed | (38%) |
| 4. Safety- Crashes | (28%) |
| Total | 100% |

Timeline/ Process and Schedule:

Process Step and Description	Timeline 2023 and 2024
BPSC releases Resident-Led Traffic Calming Evaluation Methodology	November 2023
City releases Requests for 2024 Projects	January 2024
Residents submit Letter of Intent + Previous 1 Year Applications	January - March 2024
Pre- Application Meetings	March 2024
Application Deadline	April 19, 2024
BPSC Preliminary Review of Applications	June 10, 2024
Send Notifications`	July 2024
BPSC Project Hearing	August 12, 2024

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County YMCA

Primary Contact: Lisa Wrasse, Development Associate

Email Address: lwrasse@monroecountyyymca.org

Street Address: 2125 S. Highland Ave. Bloomington, IN 47401

Phone Number: (812) 961-2194

Proposed Project: Monroe County YMCA Bike 4 All to be held May 11, 2024 at Switchyard Park, based at the main outdoor stage area

Project Milestones:

- By October 15, 2023, have Bloomington Parks and Recreation application made and Switchyard Park reserved – *milestone met*
- By November 1, 2023, have first event committee meeting held – *milestone met*
- By December 1, 2023, have event budgeted for Monroe County YMCA 2024 fiscal year
- By February 1, 2024, have event promotion plan underway, have event t-shirt design and sign designs created
- By March 11, 2024, have registration web site launched
- By April 1, 2024, have sponsors, musicians, photographer, and community partners recruited
- By April 11, 2024 have event promotion signs posted
- By May 1, 2024, have event volunteers recruited and scheduled
- By May 9, 2024, have event t-shirts picked up and sorted
- By May 10, 2024, have event registration report generated and printed
- By May 13, 2024, have event photographs and event impact statement shared on social media
- By May 13, 2024, have event vendors paid
- By May 15, 2024, have event summary with photos provided to the Bicycle and Pedestrian Commission (if awarded a grant)
- By June 1, 2024, have thank you letters to sponsors, participants, musicians, & community partners sent

Project Impact: We aim to create a joyful event that will allow people of all ages to experience the Bloomington trails together, with the goal of promoting family fitness and bike safety while encouraging participants to make Bloomington pedestrian and bicycle activity part of their daily lives. Proceeds from Bike 4 All will directly benefit the Monroe County YMCA Y For All scholarship fund, allowing underserved children and families to take advantage of YMCA memberships, programs, and summer camp. The YMCA has several initiatives that support community health and the use of non-motorized transportation, including a walking group, indoor cycling classes, a cardiac rehab program, and the Healthy Hearts & Active Lives program.

Budget:

EXPENSES	COST
Park application & permit	\$175.00
Switchyard Park stage	\$250.00
Refundable damage deposit	\$75.00
30 yard signs	\$600.00
Event t-shirts	\$1,678.00
Event insurance	\$250.00
Snacks, napkins, coffee & water	\$500.00
Flyers and other marketing expenses	\$250.00
Kids prizes	\$250.00
Kids helmets (donated by IU Community Health)	\$0.00
Sound equipment and sound technician	\$500.00
Musicians	\$400.00
TOTAL	\$4,928.00

Partial Funding: We can support this project through partial funding from community sponsors. If needed we will be able to recoup some additional costs through event registration fees. In the past three years of operation Bike 4 the Kids received approximately \$3,000 in sponsor dollars each year. We expect to receive similar sponsor support for Bike 4 All this year.

Are you willing to and able to complete the project with partial funding (if needed): Yes.

Project Timeline:

- **October 2023** - Submit application to Bloomington Parks Department for special use of Switchyard Park, submit application for noise permit, reserve 5/11/24 for use of B-Line Trail and Switchyard Park main outdoor stage. – *done*
- **November 2023** - Reach out to past Bike 4 the Kids sponsors, community partners, and participants and inform them about Bike 4 All, asking for support. Form staff/volunteer committee at Monroe County YMCA to begin working on the event. Committee will meet monthly, and then bi-weekly or more often as needed, as the event nears. Committee will include YMCA Marketing staff to design logo, t-shirts, and event signage. Add Bike 4 All to Bloomington community calendars.
- **February 2024** - Announce Bike 4 All on YMCA social media in conjunction with Heart Health Awareness month.
- **March 2024** - Open event registration on YMCA system for members and non-members. Expand event marketing.
- **April 2024** - Recruit volunteers to staff event.
- **May 3, 2024** - Walk through event with staff/volunteers at Switchyard. Order event shirts. Finalize arrangements regarding musicians, food, helmets, signs.
- **May 10, 2024** – Print information from registration web site for event check-in. E-mail reminder/information to participants.
- **May 11, 2024** - Arrive at Switchyard at 7AM for event set up. Event ends at 11:30 and we have everything out by 12 noon.
- **May 13-20, 2024** - Event wrap up: pay vendors, share event impact with photos on social media, send photos and event summary to the Bicycle and Pedestrian Commission (if awarded a grant), send thank you letters to sponsors, participants, musicians, & community partners.

Will the project be completed before June 1, 2024? Yes.

Project Summary: Bike 4 All is a fun, non-competitive community two-mile bike/run/walk around Switchyard Park and the B-Line Trail. Our event features live music (featuring mostly youth musicians), health and wellness booths, games and activities for families, and free helmets for kids. Proceeds from Bike 4 All will benefit the Monroe County YMCA Y For All scholarship fund. Bike 4 All grows out of Bike 4 the Kids, an event that has been successfully held the past three years in memory of the late Dr. John Wrasse who practiced pediatrics at Riley Physicians in Bloomington before his sudden passing from heart disease in 2021. Dr. Wrasse was an avid cyclist who commuted to work via the B-Line trail year round and was very proactive about encouraging his patients and their families to enjoy all the amazing Bloomington trails. Dr. Wrasse was an emphatic proponent of helmet use and could often be heard telling patients, “No helmet, no bike!” He was raised in Lincoln, Nebraska, home of an annual event called Trail Trek where thousands of residents ride Lincoln’s trail system. Dr. Wrasse dreamed of one day establishing a similar event in Bloomington. After his passing, Bike 4 the Kids was

established by Dr. Wrasse's family, friends & colleagues to realize his dream of a fun community event to promote family fitness, trail use, and bike safety.

Bike 4 the Kids, held 2021-2023, featured the same format, activities, and two-mile fun loop around Switchyard Park and the B-Line Trail that we plan for Bike 4 All. The event had near 200 participants annually and benefited Riley Kids Fund of Bloomington. In 2023 the Bike 4 the Kids organizers chose to pass the torch on this event to the Monroe County YMCA, to carry its mission into the future and expand it to a wider population. Going forward, the ride/walk/run will be named Bike 4 All and will directly benefit the Y For All scholarship fund, allowing underserved children and families to take advantage of YMCA memberships and summer camp. Bike 4 All will continue to realize Dr. Wrasse's vision through promoting community health in two ways: helping underserved families benefit from the YMCA, and encouraging family walking, running, and safe cycling on Bloomington trails. We propose the first annual Bike 4 All to be held the morning of May 11, 2024 at Switchyard Park. Since we intend Bike 4 All to be essentially the same event as Bike 4 the Kids, we have a very clear idea of our funding needs and timeline, and we are able to give you a vision of what the event will be like through this web site and this two-minute video compilation of the past three years of Bike 4 the Kids:

- www.bike4thekids.com
- <https://youtu.be/8Y-LtPgf4kA?si=Ubt7be4m8EYAbGfL>

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024: Yes, I understand.

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County Public Library

Primary Contact: Raegan Zelaya

Email Address: rzelaya@mcpl.info

Street Address: 303 E Kirkwood Ave Bloomington IN 47408

Phone Number: 812-349-3109

Proposed Project: Community Storywalk

Project Milestones:

- Finalize Park Location with Parks and Recreation
- Order Storywalk Frames
- Hire Contractors for Storywalk Installation
- Install Storywalk
- Storywalk Unveiling Ceremony

Project Impact:

- Children, families and community members practice literacy skills during their walking commutes or recreational activities on outdoor trails.
- Adult caregivers learn ways to develop early literacy skills in young children.
- Families increase knowledge of library resources, services and collections.
- Children borrow and read classic or notable picture books from the Library.
- City and county parks will regard the Library as an effective community partner in helping fulfill their missions to provide programs necessary for the positive development and well-being of the community and a vibrant parks system.
- Community members explore community parks they might not have otherwise
- Promotes the values of our community's walking and biking culture while encouraging families to be active and build literacy skills.

Budget:

- An average cost of a new Storywalk location is a little under \$10,000.
- The frames themselves are \$4,160 (Quote as of 10/6/23).
- According the two previous Storywalks we have built, the average installation cost of a new Storywalk is \$5,000.
- We are asking to receive the full \$2,400 available through this grant.

Partial Funding:

Previous Storywalk frames, prints, and installation costs were initially covered through the Strategic Initiative Funding from the Friends of the Library. That grant has now run out however, we have figured out internal funding to support the continuation of printing new stories for our Storywalks so they are sustainably sourced internally. Unfortunately, that solution is not equipped to fund the creation of a new Storywalk; but, we have found another grant through our Friends of the Library which will cover all the costs that the Local Motion grant wouldn't cover.

Are you willing to and able to complete the project with partial funding (if needed):

2023 Local Motion Grant Application Form

The Monroe County Library is willing and able to move forward with the Storywalk even with only receiving partial funding through this grant. However, we are hopeful this Commission will believe in this project enough to award the full \$2,400.

Project Timeline:

- January (Contingent upon new Parks and Rec director's appointment)
 - Finalize Park Location with Parks and Recreation
- January/Day After Step 1
 - Order Storywalk Frames
- January/Day After Step 1
 - Hire Contractors for Storywalk Installation
- April/ May
 - Install Storywalk
- April/ May
 - Storywalk Unveiling Ceremony

Our first step is to finalize the park location with the City Parks and Rec department. We have already been in talks with our partner at City Parks and Rec and have a couple parks in mind specifically. However, due to the recent retirement of their Department Director we are having to pause until a new official director is in place who can give the final approval. As we have already worked with them before to create a Storywalk and we are covering all the costs we can foresee little to no reason as to why this would not move forward in a timely manner once this hurdle is cleared. That being said our contingency plan is to work with the County Parks and Rec and use one of their parks in the unlikely manner that we are unable to move forward with our desired parks through the City. We have heard that there should be a new director in place no later than the new year.

Moving forward with the assumption that we are able to secure permissions we would immediately order the frames and hire a contractor to start assessing the project so we could be ready to break ground in the spring. According to the two previous Storywalks we have built, the best time for installation is in the spring as soon as the ground has thawed but before the contractor gets slammed during the busy summer season. Once we have the park location and have an idea of an actual installation timeline, we would start planning an Unveiling Ceremony. Our hope is to have this project completed in April or May.

Will the project be completed before June 1, 2024?

This is contingent on when a new City Parks and Recreation Director is appointed and we have been able to secure final approval. We have reason to believe that as soon as one is appointed we could be able to move forward with our plans and hopefully have the Storywalk up and running by June 1st if not early to late spring. I can't guarantee this but based on our previous partnership with creating Storywalks we don't foresee any issues with this moving forward like our tentative timeline suggests.

Project Summary:

A Storywalk is an outdoor educational activity that brings the pages from a picture book to life along a walking route at a local park. Each page holds the original story along with fun prompts that build early literacy skills while combining the pleasure of reading with the benefits of learning and movement. We currently have Storywalks at two local parks—Flatwoods Park and Rev. Ernest D. Butler Park. We have already seen this project successfully come to fruition twice now to the betterment of our community. Our hope is to serve the residents of Bloomington by providing yet another opportunity to promote literacy and explore their community all while fostering a love of being active. By having it near one of the popular bike trails it will be more accessible to families who are already biking or help encourage those who aren't to try something new. As we already have successfully made two storywalks in our county, we know what is required in the process and are fully committed to executing it to the specifications of your grant requirements. We are in talks with Parks and Recreation about the final location but are planning on finding a park that is within biking distance of either the B-Line or Clear Creek trail on the south side of town. In addition to being accessible by bike or walking, we are hoping to have it in a park that can serve lower socioeconomic community members and be handicap accessible. As soon as we are able to get the final location settled and the grant money secured we will move forward with the ordering and installation of the Storywalk.

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

We understand and are fully ready to comply. Thank you for your consideration.

2023 Local Motion Grant Application Form

Applicant Organization: Monroe County Community School Corporation (MCCSC) Adult Education

Primary Contact: Lily Albright

Email Address: lalbrigh@mccsc.edu

Street Address: 705 West Coolidge Dr. Bloomington, IN 47403

Phone Number: (812)330-7731

Proposed Project:

The “Borrow a Bike” program will be conducted at Broadview Learning Center, the home of MCCSC Adult Education. Bikes will be available to be borrowed by any active adult education student living in Bloomington who establishes a need for transportation. Bikes will be loaned out for 6-week periods, mirroring the adult education class session dates. At the end of each session, the students will be contacted to see if they would like to extend the use of the bike or turn it back in to the school for use by another student.

Each participant in the program will be provided a bike, helmet, lock, and map showing safe bike routes to and from Broadview Learning Center, with approximate travel times. Broadview Learning Center is located about 0.5 mile from the B-Line Trail, which makes biking to adult education quite efficient, convenient, and safe. During the 6-week session, participants will have 24-hour access to the bike, so that it may be utilized to further explore the city on two wheels.

Project Milestones:

1. Promotion of the program will begin on February 1, 2024
2. 80% of the bikes will be loaned out to students by the end of April 2024.
3. 100% of bikes will be returned to Broadview by June 30, 2024 for redistribution during the 2024-2025 school year.

Project Impact:

The “Borrow a Bike” project is designed to do the following:

1. Reduce the impact of a significant barrier to participation in Adult Education – lack of affordable and reliable transportation.
2. Raise awareness and use of the strong biking infrastructure that exists in Bloomington.
3. Increase physical movement opportunities.
4. Demonstrate the efficiency of biking in Bloomington.

Budget:

Item	Cost per Unit	Quantity	Total Cost
Commercial Grade Bike Rack	\$236.00	2	\$472.00
Huffy Mountain Trail Bike	\$293.75	7	\$2056.25
Bike Chain Lock	\$18.00	10	\$180.00
Adult Bike Helmet	\$29.00	10	\$290.00
Total Project Cost			\$2998.25
Grant Request			\$2400.00
Cash Match by MCCSC			\$598.00

Partial Funding:

If only partial funding is allotted, the project would need to be reduced in size and scope. The number of bikes and related equipment would be smaller, proportionally as it relates to the size of the grant allocation.

Are you willing to and able to complete the project with partial funding (if needed):

Yes.

Project Timeline:

Dec 2023	Grant Recipients Receive Notification of Awards
Jan 2024	Set up Grant Funding Account Numbers with MCCSC Purchasing Department
Jan 2024	Prepare Promotional Materials
End of Jan 2024	Submit Monthly Summary to BPSC
Feb 2024	Order Equipment
Feb 2024	Promote the “Borrow a Bike” Program and Recruit Participants
Feb 20, 2024	Loan out the First Set of Bikes
End of Feb 2024	Submit Monthly Summary to BPSC
Mar 22, 2024	Reach out for Feedback from First Group of Participants
End of Mar 2024	Submit Monthly Summary to BPSC
Apr 9, 2024	Loan out the Second Set of Bikes
By Apr 30, 2024	Submit Final Report to BPSC
End of Apr 2024	Submit Monthly Summary to BPSC
May 17, 2024	Reach out for Feedback from Second Group of Participants
End of May 2024	Submit Monthly Summary to BPSC
Jun 3, 2024	Loan out the Third Set of Bikes
By Jun 30, 2024	Collect Bikes
End of June 2024	Submit Monthly Summary to BPSC

Will the project be completed before June 1, 2024?

Yes, but it will continue on into the 2024-2025 school year in 6-week cycles.

Project Summary:

The MCCSC Adult Education program serves students who are not enrolled in high school and above the age of 16. The program offers English classes, High School Equivalency/GED classes, and industry recognized certifications. Last year, the program served over 600 people, as they pursued education to improve their lives. Many adult education students face barriers (some internal and some external) when deciding to whether or not to enroll in classes. The most common external barriers to participation are childcare, transportation, and scheduling challenges. This grant would go a long way in addressing the barrier of transportation, providing a reliable means of traveling efficiently to and from class each day. Beyond the impact it will have on student access to adult education services, it has the potential to significantly increase participants efficacy in utilizing community resources and expanding social networks, both critical features of civic engagement. An additional potential outcome is that participants will come to understand that Bloomington is very “bikeable,” and appreciate the power of owning a bike. In short, this project will serve as a platform to propel our neighbors seeking adult education (a vulnerable, resilient, and goal-oriented group of people) to the next level.

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

2023 Local Motion Grant Application Form

Applicant Organization: Boys & Girls Clubs of Bloomington

Primary Contact: Tony Arterberry, Grants Administrator

Email Address: tarterberry@bgcbloomington.org

Street Address: 803 N. Monroe St.

Phone Number: 812-332-5311

Proposed Project: Expanding the Club Riders Program

The Boys & Girls Clubs of Bloomington is interested in expanding opportunities for kids to learn how to ride and care for bicycles. We have a program called Club Riders to accomplish this. The Club Riders Program at the Boys & Girls Clubs of Bloomington is a biking program that is centered around safely and effectively being able to bike around town and with a group. Members go through drills designed for them to be able to communicate as a team and navigate situations like needing to look behind them or coordinate a group stop.

In the past, volunteer Bloomington bikers have helped lead rides and/or give tutorials about how to fix a flat tire and more. The bikes in our bike shop could currently use a revamp. We have bikes in working order but not many that fit our 4th-6th grade members. All the funds from this grant would go toward fixing as many bikes as we can and helping staff the program to safely serve more kids.

Currently, we do not have the number of working bicycles we need to grow the program. With our equipment and staff, we can only have 5 or 6 kids participate in the program. We could serve more than 20 members a semester with this program with one additional staff person and more working bicycles. The program could operate twice a week in the Spring for all 20 kids.

Our mission is to empower all young people, especially those who need us most, to reach their full potential as caring, productive and responsible citizens. We believe that a key aspect in fulfilling our mission is educating children by exposing them to and making them aware of their surroundings and giving them opportunities to try new activities. Among club members 43% of kids come from single-parent families and 57% have household incomes that are under \$30,000 annually. Due to a lack of resources and time, not many of these children get exposed to areas of town that are not in their daily path (ex: home, school, and the club). They are not often educated on the benefits of active modes of transportation. The expansion of the Club Riders program will help to build a bridge between kids from disadvantaged circumstances and these new experiences. It will encourage kids to be active by exploring town by bicycle and discussing other active modes of transportation and how to incorporate them into their lives. There are a lot of children that learn better by doing and being out of the "classroom". This program gives kids a hands-on activity that allows members to put into action what learn in the bike shop at the Club. It will expose them to active transportation methods at a young age with the goal that they will stay engaged in these activities throughout their life.

Along with the Club Riders lead staff (Unit Director Justin Williams at the Lincoln Street Club) and volunteers, Program Director Tommy Weakley will have a key role in expanding the program's capacity. Tommy is a certified youth development professional. He is dedicated to encouraging children to bike and/or walk, and educating them on safety, health and environmental issues. He is educated on Bloomington's surroundings and the best places to take members that they may have never seen, such as walking trails and parks. The Boys & Girls Clubs believes in this approach and wants to promote a walk and bicycle friendly culture among the next generation of Bloomington citizens. Providing some support to pay Tommy as an additional qualified staff will allow us to serve more kids with this program.

As an organization, we have a culture of sustaining programs that have a profound impact on children. Provided that this program is successful and keeps up demand among club members, we will continue to look for other funding and continue to look for ways to grow the program every year. As we build relationships with local bike shops, we will grow the in-kind requests from them to help us maintain the program, too.

The Club has 23 Professional Staff, 12 that are Administrative Staff. The Resource Development Department has three full-time staff, a part-time staff, and 2 interns who assist with grants, reporting and donor relations. The club successfully manages a \$3 million budget. We have complied with reporting requirements for city and county grants each year including Jack Hopkins, Sophia Travis and CDBG. We are confident that we have the capacity to comply with reporting requirements for this grant.

Project Milestones:

The greatest milestone will be enrolling 20 kids in the Spring program. Another milestone will be to have all the bikes secured and repaired in order to have 20 kids participate.

Project Impact:

The kids the Club serves will be impacted by the project in order to teach them to care for the bikes and ride them for exercise and fun.

Partial Funding:

Are you willing to and able to complete the project with partial funding (if needed): We would use partial funding to fix up and use as many bicycles as we can. We would then have to search for more funding to complete the project or have less kids participating in Club riders.

Project Timeline:

Club Riders Project Timeline	
Identify and Ask Bike Shops	Fall 2023
Fix Bikes for Programming	January 2024
Spring Semester Programing	End of January 2024 - Beginning of May 2024

Proposed Budget:

Grant Proposal Budget	
INCOME:	
Local Motion Grant	\$2,400.00
10% cash match	\$240.00
Total Income	\$2,640.00
EXPENSES:	
Club Riders Staff	\$890.00
New Helmets - donated in-kind	\$0.00
New Bikes - donated in-kind	\$0.00
Bike Parts for Repair	\$750.00
Bike Repair Labor	\$1,000.00
Total Expenses	\$2,640.00

If awarded, this money we plan to help cover the additional staff cost it will take to have more kids in the program because of the additional operational bicycles. New helmets and bikes are committed from Ken Nunn Law Office and the local Fire Department that will be distributed to Club kids in December for the holidays. We have communicated with local bike shops and the amount listed is what they will charge us and they will match the labor costs in-kind up to \$1,000, too.

Funds for the items not funded by the Local Motion Grant will be solicited from other donors, or fewer kids will be able to participate in the program as we can only run the program for the number of kids we have bikes for.

Will the project be completed before June 1, 2024? Yes

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024: Yes, we understand and agree to this.



Hank Duncan <hank.duncan@bloomington.in.gov>

Local Motion grant Application - Documentary Film Proposal - Blue Bee Eco Media - Walkable Bicycle Friendly Communities

M Rose <bluebeebiospherics@gmail.com>
To: Hank Duncan <hank.duncan@bloomington.in.gov>
Cc: jm@bloomington.com

Mon, Nov 6, 2023 at 1:22 AM

Walkable Bicycle Friendly Communities - a Blue Bee documentary by Eco Media Center of Monroe County

An essential part of combating Climate Change is reducing miles travelled utilizing fossil fuels & the facilitation of & promotion of alternative modes of transit.

By covering the ways that government is presently making or can make these modes more attractive & safe for more people, we hope to help encourage more people to bike or walk more often.

By covering affinity groups, environmental organizations & bicycling enthusiasts, we hope to honor & celebrate those already active in promoting healthier & greener modes of being.

We hope to raise awareness about the issues relating to shifting from pollutive norms & plan to be honest about the controversies & impediments surrounding the ongoing transformation taking place, with Bloomington presented as a microcosm, a case study & an example for other communities, urban planners & advocacy groups.

We have been producing multimedia programming on important ecological topics & this issue is a crucial component to include as transportation is a major contributor to environmental & health problems worldwide.

The film, Walkable Bicycle Friendly Communities, will be distributed in multiple mediums, the début screened in Bloomington, copies shared with local & regional organizations & libraries will be contacted to suggest they take the documentary into their collections.

The film will also be featured on the Eco Media Center YouTube channel, CATS Regional Cable Channel 7 & screening events will be fostered in other communities around the country by bicycle & environmental advocacy groups that we intend to encourage to participate.

Applicant Organization: Blue Bee Ecological Endeavors Inc. - Eco Media Center of Monroe County, a 501(c)3 nonprofit organization based in Bloomington, Indiana

Primary Contact: Allen Rose, President

Email Address: bluebeebiospherics@gmail.com

Street Address: 1107 W. 3rd Street, Apt. 108, Bloomington Indiana 47404

Phone Number: 812 219 0307

Proposed Project: Documentary Film/Events

Project Milestones: Research, Filming, Editing, Promotion, Screening, Distribution

Project Impact: Increased awareness of Bike/Ped/Accessibility improvements, less vehicle miles travelled, more ridership, greater usage of bike infrastructure, fostering discussion about ways to making cities more sustainable, bikeable & walkable, overcoming resistance to implementation of infrastructure upgrades.

Budget: 2,400;

Matching Funds pledge has been procured from One World Enterprises, a local food service company (\$240.00)

Media Production Equipment, Tech -

1700.00 - Video Camera, Microphone, Video Editing software, Digital subscriptions (website, online access & digital distribution)

Promotion, Events -

700.00 - Design, Composition, Printing, Holding Events, a Screening/Début, Printed Materials, Social Media Campaign

Partial Funding: Doable

Are you willing to and able to complete the project with partial funding (if needed): Yes

Project Timeline: 6 months or less

Will the project be completed before June 1, 2024? Yes

Project Summary: Documentary Film, Promotions, Distribution, Screening/Events

I understand that if awarded a grant, my organization is required to provide a summary of the project with photos to the Bicycle and Pedestrian Commission. The summary must be submitted within one month of the project's completion or by June 1, 2024:

Yes, BBEE's Eco Media Center program can comply with each requirement.



**BICYCLE AND PEDESTRIAN SAFETY COMMISSION
STAFF REPORT**

Date: November 2023

FROM: Ryan Robling, Planning Services Manager, Planning and Transportation Department

REGARDING: Staff Led: Advisory Transportation Commission Proposal.

(1) Purpose. The Advisory Transportation Commission (hereinafter referred to as “ATC”) is established with the explicit purpose of guiding the city’s transportation endeavors through a comprehensive and visionary framework which seeks to provide adequate and safe access to all right-of-way users. The ATC shall provide recommendations and guidance to the mayor and common council in the pursuit of developing and implementing a city-wide policy to eliminate all transportation-related fatalities and severe injuries to pedestrians, cyclists, transit users, motorists, and passengers; shall promote sustainable and multimodal transportation; shall foster equitable access; and shall promote deliberate integration of community-centric design. The ATC shall also serve as a standing steering committee for future transportation related studies and grant programs.

(2) Appointments. The ATC shall consist of nine members. The nine members shall be comprised of the nine members of the SS4A steering committee at the time of this ordinance’s approval, after which appointments to the ATC shall take place in the following manner:

- a. One member appointed by the mayor shall be a board member or designated representative from the council for community accessibility;
- b. One member appointed by the mayor shall be a member of the board of public safety or a designated representative appointed from within the Bloomington Police Department, or Bloomington Fire Department;
- c. One member appointed by the plan commission shall be a member or a designated representative;
- d. One member appointed by the board of public works shall be a member or a designated representative;
- e. One member appointed by the common council shall be from among its membership;
- f. Four members shall be appointed by the council, and shall be residents living within the city limits. Preference for appointments shall be given to persons belonging to the Bloomington/Monroe County human rights commission; board members or employees of Monroe County Community School Corporation; board members or employees of nonprofit organizations which operate at property that is owned or leased by the non-profit organization within city limits; and members of community organizations dedicated to serving marginalized groups.



(3) Terms. The initial terms of the nine members of the SS4A steering committee at the time of this ordinance's approval shall expire on January 31st 2025, after which appointments and terms shall be in accordance with this section. Members appointed from the membership of the council for community accessibility, board of public safety, board of public works, and common council shall serve a term coextensive with their terms on the body from which they were appointed or until that body appoints another at its first regular meeting of the year. An appointee not serving on a body, but appointed as its representative shall serve a four-year term. Members appointed by common council not among its membership shall serve a two-year term.

(4) Powers and Duties. The ATC powers and duties shall include, but are not limited to:

- a. Coordinate, supervise, and, when necessary, approve transportation related studies, activities, programs, and projects, including acting as a standing steering committee for future transportation related studies and grant programs.
- b. Review all proposed changes to Title 15 - Vehicles and Traffic, as well as any relevant proposed changes to Title 12 - Streets, Sidewalks and Storm Sewers or other applicable changes to the Bloomington Municipal Code to determine if the proposed change:
 - i. is consistent with the comprehensive plan;
 - ii. is consistent with the best practices for eliminating all transportation-related fatalities and severe injuries within the city;
 - iii. is consistent with promoting sustainable design, and equitable access to all transportation facility users; and
 - iv. has provided for community-based solutions and allowed for adequate public input.
- c. Provide a forum for members of the public to submit transportation-related request;
- d. Conduct education activities in matters related to transportation safety in an effort to both eliminate all transportation-related fatalities and severe injuries, and promote multimodal transportation within the city.
- e. Make recommendations on public parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to city code, enforcement procedures, or any other aspect of parking management policy;
- f. Applying for appropriations through the mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(5) Procedure and Scheduling. The ATC shall establish its own rules and procedures, subject to amendment by a majority vote. This shall include the ability to define its meeting schedule within the scope of the established rules and procedures.

(6) Staff. The commission shall be primarily staffed by the engineering department. When serving as a steering committee the ATC shall be staffed by the planning and transportation department.



BICYCLE AND PEDESTRIAN SAFETY COMMISSION**Date:** November 9, 2023

Dear Special Committee on Council Processes,

In response to your inquiry regarding the purpose, duties, and potential revisions to the Bicycle and Pedestrian Safety Commission's activities, we would like to offer our thoughts and feedback.

1. The current language of the Bicycle and Pedestrian Safety Commission (BPSC) does not adequately encompass the evolving landscape of micro-mobility, including mobility devices, scooter, skateboards, and more. We recommend incorporating broader language to include terms such as "vulnerable street users," addressing all forms of non-vehicular transportation.
2. Providing reports is essential, but with a lack of guidance within the purpose and duties of the BPSC, there is often confusion on what a report should entail. We propose developing a standardized outline or template to ensure consistency and clarity in reporting, which would facilitate a more streamlined and informative reporting process.
3. The focus of the BPSC should be on safety and convenience rather than hosting events to attract visitors outside the city. Clarifying the scope of the Commission's duties will help maintain a clear and purposeful direction.
4. Sustainability is central to the BPSC's mission, and we recommend incorporating language that reflects our commitment to reducing the carbon footprint in the community.

In response to the Special Committee on Council Processes and the Novak Report's potential proposal to streamline and consolidate the various commissions involved in traffic and transportation-related matters, we would like to offer our thoughts and feedback.

1. There should be a balance between redundancy and efficiency. Occasional redundancy can be beneficial. Allowing multiple boards and commissions to examine the same issue can contribute to a more comprehensive and well-rounded approach to problem-solving.
2. Micro-mobility should have a distinct voice within the community. Ensuring a separate focus on micro-mobility is crucial to address the unique challenges and opportunities associated with these modes of transportation. Often, motor vehicles dominate the topic of conversation within transportation, and without a separate commission focused solely on micro-mobility, it is likely that this will become the case in Bloomington.
3. We acknowledge that accessibility advocates are essential to the micro-mobility discussion, and it makes sense to partner with the Commission for Community Accessibility (CCA). Collaborating with the CCA could enhance our ability to address a broader range of issues related to transportation and safety.

In conclusion, our main objective is to ensure that, regardless of the decision to consolidate commissions, the recommendations and solutions discussed at the commission level are acted upon by the Common Council. We want to ensure that our collective efforts result in meaningful change and improvements in our community.



Sincerely,

Ann Edmonds
Bicycle and Pedestrian Safety Commission Chairperson