

Bicycle Pedestrian Safety Commission

AGENDA

November 12, 5:30 P.M.

In-person and virtual hybrid meeting

Hooker Room, #245

Online link:

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

Meeting ID: 635 944 1221

Passcode: COBPT

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Meeting Agenda:

1. Attendance
2. Approval of Minutes - September 9, 2024
3. New Business
 - a. S Washington St. Resident-Led Traffic Calming
 - i. *Item to be voted on
4. Old Business
5. Reports from Commissioners
6. Public Comment
7. Adjourn

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Bicycle Pedestrian Safety Commission
MINUTES
Sept. 09, 5:30 P.M.
In-person and virtual hybrid meeting
McCloskey Room, #135

1. Attendance

City Staff: Hank Duncan, Neil Kopper

Commissioners: Jaclyn Ray, Drew Yeager, Rob Danzman, Stephanie Hatton; absent: Kori Renn, Ann Edmonds, Pauly Tarricone

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

2. Approval of Minutes - July 8, 2024 **Drew** moves **Stephanie** seconds **All** in favor: aye, Opposed: 0

3. New Business

a. E Longview Ave. Neighborhood Greenway

Hank presentation slides Parkridge neighborhood, slow car traffic 15-20 mph, neighborhood engagement very high and shaped the project, refer to slides **Neil** street resurfacing next year where there are already speed humps they will come out and this new plan will go back in

Commissioner Comments: **Stephanie** Longview and Kingston existing all way

stop? **Hank** yes **Stephanie** moving east bump outs are concrete? **Hank** yes **Stephanie** where removing all-way stop? **Hank** Concord and Longview **Stephanie** why there? **Neil** facilitating east-west route, traffic on Concord is very low and a T intersection **Drew** quantify what % of needs you deemed necessary vs.

residents needs were satisfied? **Hank** most prevalent was bump-outs without a sidewalk most common push-back so removed those, stop-sign by park, sidewalk to add to Polly-Grimshaw trail were all public input **Drew** any big ones missed? **Hank** speed humps v. speed cushion is essentially the width of the infrastructure, we will hold our ground on 4' clearance which coincides with ADA and for strollers

etc. **Drew** how long is new sidewalk near trail? **Neil** less than a block **Hank** yes expensive but near a park and trail **Neil** 100' **Jaclyn** does the MUP keep bikes and peds separated? **Hank** no, same

space **Drew** how wide? **Hank** 10'? **Stephanie** no traffic calming on that section **Hank** no, two lanes of traffic plus striped bike lanes now, taking away bike lanes and doing MUP instead **Jaclyn** couldn't we just add barrier to bike lane? **Hank** pedestrian sidewalk is bad there so this improves pedestrian

experience **Stephanie** what portion will be re-paved? **Neil** Glenwood to Morningside **Stephanie** so no ADA to update? **Neil** correct **Stephanie** and Pete Ellis and Longview is an all-way stop? **Hank** yes, also new MUP on west side of Pete Ellis so easier transition **Stephanie** raised cross walk? **Hank** good

example Indiana Ave. project at uncontrolled intersection, not here at an all-way stop **Jaclyn** stripe MUP? To help with keeping right and bikes passing on the left **Hank** haven't talked about it, Parks is doing well with this, to do all paths we would need to talk to Public Works **Jaclyn** what about just this

project? **Hank** we could talk about if we think this is warranted **Stephanie** cost estimate? **Neil** not yet, more expensive than typical due to MUP v regular greenway project

Public Comment: **Powell** what is lifespan of speed hump? **Neil** don't know **Powell** life span of stop sign?

Neil don't know, they are inexpensive but require maintenance **Ellen Mills** (zoom) I live on Longview at Colonial East in building at west of park, bump out in front of complex, my concern is with garbage dumpster at an angle due to garbage truck so may be in the direction of the bump out, have you talked to garbage company? they have to position themselves very carefully, don't want to have the bump out

crushed **Steve Acres** I live on Longview, done amazing job from start to way it is today is very different, did everyone become satisfied? No, but majority are pleased with it, compliment City staff for being very accessible, glad to hear cushions will be a little bit wider so cars don't by-pass them, glad to see stop sign removed and one retained, sidewalk is great, 90% residents happy, we were the very first neighborhood

to have speed bumps mid 90s, they are old now, the stencils are worn off, so getting the street paved will be great, we are a connector to the 7-line greenway, whole new generation of kids in the neighborhood now that walk to the park and back unaccompanied, compliments to the staff, looking forward to implementation **Hank** comment about cars veering around speed cushions, strategically putting signage

adjacent to speed cushions to prevent that from happening, dumpster I will be in contact to make sure access is not removed **Niki Belle** I live on Longview Ave. any additional signage on MUP reminding

cyclists to stop? **Hank** at east end no, not necessary **Neil** at west end at the all-way stop with MUP bikes and pedestrians have the ROW but if you add stop signs for bikes and peds then they all have to stop
Commissioner Comments: **Rob** seems like we need something on the MUP there even a white strip to indicate something is happening, that stopping is a good idea, a visual break, concerning, we know what people should do but what they actually do, would prefer to err on side of caution **Drew** sign saying 'you are crossing traffic' not a stop sign but something **Stephanie** new ADA ramps put in so tactile marking there? **Neil** typically MUP is asphalt and curbs are concrete and driveways are concrete, should be apparent **Drew** good point, potential for growth, build as is then update if needed **Rob** what's the signage coming out of those parking lots? **Neil** some have stop signs some don't, cars legally have to stop when exiting a parking lot but whether people know that, could look into it **Rob** thinking the reality of someone pulling out of a parking lot driveway, old behavior, most people pull out across pathway to exit, mostly fine 'till it isn't **Neil** many of these driveways are wide today but will become 1/3 the width **Jaclyn** added zebra stripping to old Lucky's parking lot exit after a while because of cars stopping across MUP pathway **Stephanie** so open to feedback after installation? **Hank** we've gone back for visibility concerns on previous greenways, little revisions can always be done **Rob** any more questions or comments? None **Drew** motion to approve Longview Neighborhood Greenway **Stephanie** seconds **All in favor:** 4
yes **Rob** it passes

b. E Thornton/Arden Dr. Neighborhood Greenway

Hank presentation of slides, starts at Olive and Hillside goes to Arden Dr. and High St., not doing the curb ramps at High St. but those will be part of a separate project

Commissioner Comments: **Jaclyn** wayfinding signs? **Hank** we will add wayfinding signs but where and how many don't know yet, sharrows will add wayfinding to route, zig-zags a bit **Stephanie** read a question from a resident **Steve Layman** *I live in Arden Place with this connector one good change, when the greenway turns east on Arden at Oxford should go to Wilton Dr. instead* **Hank** good comment, I agree, not either/or but both and Wilton Dr. route connects to great things too, especially for Childs school but this is the route in our T. Plan, publicly vetted, we are completing this priority network, we are reviewing T. Plan right now, Childs-Templeton merger wasn't happening when T. Plan passed, this additional connector on our radar, especially routes to school, this current route has been prioritized in the past, Wilton Dr. route to look at in near future **Rob** so it was prioritized in past, why attachment to that? **Hank** it connects you to the South-East part of town, very viable connection, same infrastructure as Wilton connection, it does need to be prioritized, I would add on Wilton as opposed to remove one for the other **Drew** Wilton Dr. already had sidewalks, Arden needs additional safety precautions, like on the hill, not a limiting factor, we'll do this then do Wilton after, prioritize the one that needs more safety **Rob** why was it decided in the past? I understand it was in the T. Plan but why? **Jaclyn** there was a new MUP east-bound to South East Park and east amenities **Hank** shows google maps, Arden is a good route to east but Wilton gets you much further south on High St. closer to Faith Lutheran than to Childs **Stephanie** could we send this back since school merger has changed? **Hank** I agree things have changed, uncomfortable to add this in to this project, should be its own separate project with infrastructure intensive things that start to hit the ceiling budget-wise, what we can do now v what we should do in the future also Wilton residents were not reached out to or consulted **Drew** agree with that, looks like 50% of the plan would change, need to dedicate the time to make sure a new plan is correct, also don't want to kick the old plan down the road, do the good work now and add the new work later **Stephanie** follow through with additive suggestions, want to make sure we are doing that in the future, from outreach standpoint we have to wait and make that separate so Wilton residents have time to respond, flat route is always appreciated; where Arden crosses High will it have a signal? **Hank** no because already all-way stop

Public Comments: **Richard Powell** I live at S-W Thornton and Olive you've been handed a steaming pile of crap from previous administration, didn't consult us on last T. Plan, serious drainage issues in this area, speed bumps will create more problems and maybe property damage, five houses on lower section of Olive, blind hill, make that section of Olive a one-way north and add a stop sign at Olive and Thornton, it floods during rain, freezes in February, the road is too narrow to increase traffic, no sidewalks, measured speed is already within your target speeds, turn next corner into a three-way stop, no accidents there, no street light, it is dark, more bikes and peds is fine, but stopping at one blind hill, deer will look both ways before crossing but people don't, come walk the neighborhood **Maggie Powell:** we got no notice about this I live a block away, lived there two years, very quiet, the hill on Olive is dangerous, if turned into a

one-way and add a stop-sign would be helpful **Hank** pulls up map **Powell** points to his house **Stephanie** use three small humps in a row instead? **Neil** I will look during a rain, roads are crowned so water naturally flows towards edges to curb or ditch, we don't see water down middle of road, we don't want to create ponding, we would have a 4' open area on either side **Rob** scope outside our purview, how can we address this but still vote on this greenway project? **Hank** will talk to Mr. Powell tomorrow **Neil** depending on which issues stop-signs v speed cushions in that one block of Olive, the types of things that came up when talking about Olive to make it north bound one-way, very low volume one-way streets tend to be ignored, today you do know someone may be coming southbound, you are expecting that might happen, if you no longer expect that, will you drive the same way? if you still allow two-way bicycles the drivers may expect only one-way bikes **Powell** that's the reason for stop-signs there and the neighbors only go north into town **Stephanie** ped crossing on Hillside at Olive is only to the edge, it is problematic, definitely blind hill, people do live there, don't know what can be done **Drew** blind because it's steep or trees? Steep **Rob** why is it so narrow? **Powell** former quarry **Drew** may have been land rights at the time **Rob** if we vote on this, all or nothing? **Hank** what is solvable? Gradient of the road or narrowness, discussed before, hesitant to commit to anything **Drew** same thing, looking at this, what we are voting on has no effect on that section of Olive, only paint for sharrows, we can't vote on what would change these issues **Greg Reggo** I live at Olive and Thornton, didn't get a letter, main concern is flooding and City transparency

Commissioner Comments: **Drew** if we tabled the discussion to send a post-card out (low turnout...this may be the reason) how would that affect the process? **Hank** all addresses were on the list, one woman was just outside area, from public outreach we are willing to work with these issues, as far as project perspective we are running out of time to bid out, open comment period was open for one month, also not the only way through post cards, we had yard signs out, we can work with the individual residents here **Drew** if it's going to affect bidding I would say we should move forward, it's important but I don't want it to affect the safety of the rest of the project, anything we are voting on today isn't interfering with this part of the road, I trust Hank will continue to liaise with you all here

Rob vote to extend time to end of new business agenda **Drew** moves to extend time **Stephanie** seconds **Rob** all in favor? **All** aye

Stephanie I want to understand what we are voting on, uncomfortable voting yes when there is a contingent here, and knowing you will speak with residents tomorrow, would like to see updated plan, with H-W what was the bidding timeline? Shouldn't approve just to move bidding forward **Neil** I agree you shouldn't approve just based on bidding timeline, don't know the dates for H-W, if put off a month it will still be possible to build in 2025, don't want to rush through from preliminary to final design, unknown what we would actually do on Olive, if it waits a month for approval that's fine **Rob** I do appreciate 'what could we possibly do here' not much unless we are going to dig out the hill, there really isn't much we would change based on what this commission can do, I like the idea of moving forward with it, things change later on, everything else seems well thought out **Drew** I'm inclined to agree, I don't see what we are voting on that will affect this area, adding stop-signs later is not limited by this project, theoretically we could get it all in, this seems like a complex issue, walk it when it rains, that's months of waiting **Hank** I will add on that Mr. Powell talked about the speed hump location **Rob** can be moved **Powell** where the speed hump will go is the lowest point and two drains there, don't want to see anything put in there **Stephanie** I'm not hearing from the public 'we do not support this project' but 'we are concerned with how this goes in' **Hank** this Olive St. section will continue to be a conversation, no easy fix here, we will continue to work on that, beyond the scope of this project **Stephanie** commit to walk this project with the neighbors? **Hank** yes, meeting tomorrow

Drew motion to approve Thornton/Arden Greenway **Jaclyn** seconds **All** in favor 4 aye

c. Crosswalks Phase II Update - Engineering Department **Neil** four locations: Kinser Pike location median cross walk, Liberty at Aldi mid-block crossing, 11th at Monroe and 11th at Adams getting accessible curb ramps, INDOT, federal bid out

4. Old Business (skipped)

5. Reports from Commissioners

Jaclyn survey open for comments on Parks Powerline Trail Design, I've suggested Parks do two parallel trails to separate cyclists from pedestrians but if there is not enough room then to at least have a painted

stripe down the center to help with cyclists passing pedestrians **Hank Parks** will come to our next meeting to talk about this project

6. Public Comment (skipped)

7. Adjourn 7:20