

Bicycle Pedestrian Safety Commission
AGENDA
5:30 P.M. – In-person and virtual hybrid meeting
City Hall, Hooker Conference Room #245
Monday, June 13 2022

Join Zoom Meeting

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Passcode: 905928

One tap mobile

+13126266799,,89902209842# US (Chicago)

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Meeting Agenda:

1. Attendance
2. Approval of Minutes- March 2022, May 2022
3. New Business
 - a. Local Motion Grant Presentation- Bloomington Bicycle Project
4. Old Business
 - a. Resident-Led Traffic Calming - E. Maxwell Drive
5. Reports from Commissioners
6. Public Comment
7. Adjourn

Public Comment:

The Bicycle Pedestrian Safety Commission (BPSC) welcomes public comment at meetings for both items being discussed as part of the topic and new items that are not on the meeting's agenda. Members of the public wishing to comment on specific agenda items may have the opportunity to do so once the presentation has concluded and the BPSC Members have had an opportunity to ask initial questions. At that time, the BPSC Chair may ask if there are members of the public who wish to comment, or commenters may ask to be recognized. Members of the public wishing to comment on items not on listed on the agenda, but related to BPSC business will have the opportunity to do so during the meeting's designated public comment period. To ensure equal access to comment, BPSC chair may establish a time limit for all public comment.

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call [812-349-3429](tel:812-349-3429) or e-mail human.rights@bloomington.in.gov.

Minutes
Bicycle Pedestrian Safety Commission
Monday, March 21, 2022

Meeting Agenda:

1. Attendance:

Commissioners: Paul Ash, Ann Edmonds, Casey Green, Jaclyn Ray, Sarah Waters

Staff: Neil Kopper, Mallory Rickbeil

Public: Ron Brown (BBC), Leonard Corning (beulr)

Casey noted that we have a quorum. Mitch and Zac are not present.

2. Approval of Minutes of Meeting: February 14, 2022

Casey asked for approval. Paul motioned. Jaclyn seconded.

After a voice vote, minutes were approved

3. Reports from Commissioners

4. Old Business

Jaclyn said that she will meet with Beth and Neil on the MUP safety questions from previous meetings and take notes. She will also meet with Parks and Rec and report on hospital issues.

Mallory showed posters that will be put up for meetings about the Hawthorne Greenway. There will be a meeting at the Woodlawn Shelter in Bryan Park. There will be a meeting at Hoosier Heights about the West Allen Street Greenway.

The posters have an easy link and a QR code to help people find the online survey.

Paul asked where Hawthorne is.

Casey noted that she liked that there were so many options for input.

Jaclyn liked that the signs are homemade.

Mallory said we should retake the survey. Hawthorne/Weatherstone

Greenway meeting will be on March 28 with rain date for March 30. If it's raining, there will be a virtual meeting.

West Allen meetings will be on April 5 and April 7

All meetings are 5 to 7.

Mallory will send an email with details.

5. New Business

a. TC-22-01: Henderson Street modifications

Neil is updating us on these projects, and they will all go before city council.

The Henderson Street project supports the east/west connection on Smith and Hunter. Going east on Smith you can't legally bike south on Henderson to get to Hunter because it's one way north from Second. There will be a single motor vehicle lane northbound from Second to Smith. From Smith to Hunter there will be a two-way multi-use path. There will be a one-way south bike lane between Hunter and Second.

One reason not to expand the MUP between Hunter and Second is that it's not a priority there because the justification for the project is to provide the east/west connection using Smith and Hunter, and there are limited funds.

Sarah asked about using a MUP rather than a bike lane.

Neil said making a MUP uses less space than having a protected bike lane and a sidewalk. The street is relatively narrow.

Neil noted that the sidewalk plus painted bike lane between Second and Hunter take the same amount of space as the MUP.

Jaclyn would like to have a chance to comment again if there are future drafts.

Neil has looked at this for some time, and he understands that it may be hard to see at first. He invites us to send comments to him later after we've studied it further.

b. TC-22-02: 17th Street Multiuse Path project

Neil says this is a gap in the multiuse path that stretches for four miles. This project will go from Grant to Monroe to fill in the gap. There are developments building pieces of this. There will be a new traffic signal at Kinser.

Casey asked about the right on red restriction applying here and at other intersections.

Neil said they are adding a right on red restriction for the new signal at Kinser/Madison to prevent right turns across the MUP against the light.

Jaclyn asked about right on red at other signals.

Neil said he's not sure.

Neil said there is already a MUP going east from Grant and west from the Arlington roundabout. It will be a 10-foot wide concrete MUP.

Paul noticed that Patterson east of Fairview is like that.

Jaclyn and Casey noted that asphalt is obviously a MUP but when it's concrete it's not clear that it's a MUP and that bicyclists are allowed. Maybe some kind of sharrow or sign indicating that it's a MUP is needed.

Jaclyn noted that at stop signs and driveways it's not clear to drivers that there will be bicyclists coming from the "wrong" direction.

Neil noted that people have the perception about concrete that it's not a MUP but they do have concrete MUPs. He noted that it is a very urban area to have a MUP, but it seems appropriate because of all the student housing. They have limited and narrowed driveways and narrowed turning radii at intersections to slow down and reduce conflict for this project, getting agreements from landowners.

Jaclyn said that other cities that have MUPs have signs for drivers that cyclists may be coming from an unexpected direction.

Neil said that it is a policy issue that must be worked out for MUPs in general.

Jaclyn is worried about the safety issues.

Ann mentioned that issues of drivers turning unaware of cyclists was brought up as a safety issue regarding the High Street MUP.

Sarah mentioned that the MUP at the Auditorium separates walkers from two-way bicyclists and wondered whether that could be done on this MUP.

Neil said there isn't enough space for that.

Paul noted that pedestrians ignore the markings by the Auditorium.

Sarah mentioned that the Auditorium configuration would be optimal.

Casey asked whether we could move on. With no response, we moved on.

c. TC-22-03: 11th + 14th Streets and Walnut Street traffic signals

Neil said the new signal at 11th and Walnut is because of concern for pedestrians. The 14th Street signal is needed to reduce crashes. He said the hope is that these signals will also help reduce speeding in that area. The right turn on red restrictions will apply here.

Jaclyn asked when no right on red signs are going up.

Neil said they still haven't awarded the project to put up the signs.

Casey said it seems pretty straight forward.

d. TC-22-04: Crosswalk projects

Neil said this is federally funded for Third and Grant to install a median island like the one at Allen and Walnut to prevent vehicle left turns onto Third from Grant and provide an island for pedestrians. There have been a number of developments in the area and crashes because of left turns.

The next is at 11th and Blair/Diamond. This project creates a crosswalk with a signal to get to the B-line.

The last is at Patterson/Isaac/Third and will reduce the intersection.

Jaclyn asked about the signage there will be on the Third Street crosswalk.

Neil said that he isn't sure of the exact sign.

In response to a question from Jaclyn Neil said that on Third St, cars will have to yield to pedestrians but not to bicyclists. The island will provide a place to wait for a gap in traffic since it's hard to find a two-way gap there.

Narrowing the lanes may reduce the traffic speed some.

Sarah asked whether there could be a protected bike lane on Third.

Neil says there will be a study on Third and Atwater to see what can be done about those corridors.

e. TC-22-05: Signal at Tapp Road and Deborah Drive

Paul asked where Deborah is.

Neil said this goes back to the I-69 project. INDOT said they would fund a traffic signal if a study says it's warranted. The study says it is and INDOT will fund it. The city would like to do some curb ramp work as well. But INDOT will only pay for the signal and is already constructing it.

Neil said there have been complaints in the area about difficulty pulling out on Tapp Road.

Casey noted that since INDOT is paying for the signal, there isn't much to ask.

Neil invited us to send questions and comments to him.

6. Public Comment: No comments

7. Adjourn

Minutes
Bicycle Pedestrian Safety Commission
Monday, May 9, 2022

Meeting Agenda:

1. Attendance:

Commissioners: Paul Ash, Ann Edmonds, Casey Greene, Zack Huneck, Jaclyn Ray, Mitch Rice, Sarah Waters

Staff: Mallory Rickbiel, Patrick Durkas

Public: Park Ridge East residents: Paige Andersson, Maxwell Street resident: Becca.

2. Approval of Minutes of Meeting: March 21, 2022

Sarah chaired the meeting. Since last month's minutes were not included in the packet, we will consider them for approval next month.

3. New Business

a. Department Announcements

Beth Rosenbarger has been promoted so there is a search to replace her. Mallory is moving to Minnesota but will be here for the June meeting.

b. Parking on Rogers between 3rd and 4th

Patrick says that the engineering department has received numerous complaints about the parking in front of Hoosier Workwear. There has never been parking allowed in code there, but it has been happening for years, since 1961. The engineering department has talked to the building owners and to Rainbow Bakery. At 207 S Rogers cars park in the pedestrian right of way. The building owners have built a deck over a parking area on 4th Street without city approval. Rainbow is ok with the change, but Hoosier Workwear is not. Addressing the issue requires updating code to allow parallel parking on Rogers. Parking enforcement would like to have the parking spaces metered. This requires changes to Title 15. The changes will provide 5 spaces including one that is handicapped accessible.

Jaclyn asked whether a curb would be created, or it would just be the end of the cement.

Engineering said there won't be a curb, but there will be parking stops that allow drainage. Code changes must be put in place and approved by Council. They don't want to make the changes to the parking without getting the changes to code.

4. Old Business

a. Resident-Led Traffic Calming

Mallory said they have considered the data for this year's project proposals. Originally, they planned to have these projects selected in August, but are moving up the timeline because Mallory is leaving.

There are 5 projects carried over from last year. These projects are being reevaluated using the new rubric which seems to work better. Two projects are ahead of the others because of data: Park Ridge East at Morningside Drive and Maxwell Lane near Stull. Mallory recommends that these two projects be moved forward. The Maxwell Lane project is four blocks. There have been crashes that are likely the result of speeding. The city gathered data on speeding and volume of traffic. Maxwell Lane had the highest score in this area. Park Ridge came in Second. Between Lincoln and Maxwell on 12th came in third because of crashes. The city would like to invite both Park Ridge and East Maxwell neighborhoods to the next meeting for discussion. Mallory said that it might be possible to move the second-place project over for Greenways consideration since there is only enough money to fund one project.

Jaclyn asked what moving this forward to Greenways means.

Mallory says that these projects could be moved to be funded out of the Greenways fund rather than traffic calming.

Jaclyn asked what else this change entails.

Mallory said there are differences between the Greenways and traffic calming project proposals.

Paul noted that the 7-line feeds into this Morningside Drive area.

Mallory agreed that one can continue under the bypass and use pathways to get to Morningside from the 7-line.

Mallory reviewed what data is used in the rubric. Specifically, how equity is calculated. Percentage of households under 17 or over 65, income factors, households with disabilities, households without a car are among the factors being considered.

Mallory explained that the project might be done from the far end because of present construction.

Jaclyn asked about the impact of the hospital move on walkability score.

Mallory said the hospital might impact the walk score, but the hospital wasn't there when the walk score was calculated. It may be necessary to update the walkability map.

Paul said the state will provide more pedestrian access on 10th between the bypass and Pete Ellis. He says he is aware of the state plans because of being on a historic preservation commission, and there are historic preservation issues on 10th Street. These state changes should make the area more walkable.

Sarah opened the discussion to public input from the two neighborhoods. Rebecca lives on East Maxwell Lane and has questions regarding scoring. She wants to verify that only one project will be funded. She knows about the proposed Greenway on Hawthorne and wonders why the Greenway score is zero for the Maxwell project.

Mallory says that the Hawthorne Greenway is close, but the four blocks of this project do not intersect the Hawthorne Greenway.

Becca wants to know the source of the equity data. Mallory says it is 2018 data from ???

Paige Andersson lives on Morningside near Park Ridge Drive and says they have seen people speeding and blowing through the stop sign near the park. She says people cut through to Smith and Third. She says there are young children in the neighborhood walking to the park and there is a great deal of concern. There is sidewalk on only one side of the street and the school bus is on the other side. They are concerned about the cyclists on the street as well. She is in favor of discouraging Morningside as a cut through.

Katy Yoder lives on Morningside. She has been concerned about speeding in the neighborhood for years and is concerned about having to cross the street. She says the speeding is terrifying. The neighborhood is not gridded; there is no alternate route through the neighborhood. There is no choice but to use Morningside. People outside Park Ridge East use their park. She says that this is the only way through the neighborhood by bike. This is the second year this project is being considered. Can the application be carried over for next year without having to go through the whole application process again? She read statements from other neighbors.

Eric lives at Morningside and Sheffield. He says there is a diversity of support for this project. He pointed out that the street is a designated Greenway, but without the infrastructure the designation is meaningless. He says that construction in the area may have influenced the accuracy of the data. They got a small and simple grant to put up signs asking people to slow down, but that hasn't helped. The park and bike path are used by people outside the neighborhood.

Brianna on Sheffield has young children. She also described the speeding. She wants the area to be made safer especially for kids using the school buses.

Hannah is the president of the PRENA. She says her kids use the bus stop and cars go around the bus. The speeding is constant all day long. She says the roads are wide and there are no cars parked which contributes to the tendency for drivers to speed.

Jack lives on Sheffield. There isn't a three-way stop sign at Sheffield and Morningside. People come to the intersection at a high speed. People want to cross to use the sidewalk to go to the park.

Eric pointed out that they also have a lot of deer.

Becca is the only representative from Elm Heights, and she said that although she is the only neighbor representing Elm Heights, there is widespread support. She said that there is a 20-mph speed limit on the street although people don't honor it. She said that this is also a second-year project. They have kept the project small and that hurt them for consideration last year. She would like an automatic consideration next year for whichever of these two projects doesn't get considered this year.

Casey moved to move the review meeting to June. Zack seconds. Motion passes 7 to 0.

Casey moved that Maxwell Lane and Morningside projects move forward. Sara seconds. Motion passes 7 to 0

Jaclyn asked what will happen at the meeting.

Mallory said that we will have to choose which project is the second. We need to follow the rubric. If people come forward to speak against one of the projects, then we could vote against it.

Jaclyn asked what if no one speaks against either project, do we really have a voice.

Mallory said that we could vote to recommend that other funding be used for the second project.

Jaclyn pointed out that \$50,000 isn't enough money.

Mallory said we can reach out to try to use other funding.

Mallory said the \$50,000 comes from the sidewalk funding out of the general fund.

Jaclyn asked whether \$50,000 would cover the whole Morningside project.

Mallory says that's a question for Neal.

Jaclyn wondered whether at the next meeting, we could find out how much of each project could be funded.

Mallory says this only covers speed cushions, not stop signs.

Eric asked whether they can be considered as a Greenway project.

Casey wants to know what happens if only part of the project could be funded with the \$50,000. Mallory says that we could ask for more money.

Mallory said that \$350,000 might be enough for Morningside. Maxwell depends on what Neal would recommend.

Casey asked that there be some way to roll projects forward. Can we allow more than one year for a project to roll forward?

Mallory said we would have to update the policy and would need to work with planning to update the code; we don't want projects to stay on the list for consideration indefinitely.

b. Neighborhood Greenways Outreach

Mallory said over 50 people responded for the Allen Street event and over 100 for Weatherstone. She said that many people came out and some were opposed. She thinks the response for the Weatherstone project was so great because people thought they were proposing to put a road through. The comments are going to the contractors and will be taken into consideration.

Casey asked whether we could see the comments. Mallory said yes they will be available to us.

Paul said that people were concerned about parking in regard to the Allen Street project.

Ann said that on the Weatherstone project people were concerned about traffic on the cross streets and backing out of driveways near the path but thought that traffic on Hawthorne itself was ok.

5. Reports from Commissioners

Jaclyn reported on a meeting she had with Beth and Neal about MUPS. It was suggested that she look into how other cities do their MUPS and that could be the basis for recommendations on what we should do. She has been looking into MUPS in Boulder. She would like other commissioners to investigate MUPS as well.

Jaclyn thinks of the Greenway through the old hospital area as the next MUP. She is especially concerned about the plaza proposed for the area between First

and Second on the B-line. She wants that to continue as an asphalt trail rather than a plaza with pavers. She thinks that the plaza should be separate. There can be a plaza for the bus stop, but it should not extend across the path of the B-line. She compares it to what was done at Switchyard and thinks that having the plaza across the trail was a mistake.

Casey noted that next meeting there will be a lot of participation. Maybe the meeting will need to be extended.

Mallory says that she needs to do better as a timer.

Jaclyn wants a better understanding of what we will be expected to do.

Mallory says we need to decide whether we will recommend the highest-ranking project.

Mallory says that we can recommend seeking additional funds to do both projects. The city might not do what we recommend. Final approval rests with Beth.

Sarah thought that the public felt that we the commissioners would be making the final decision. She thinks we need to clarify what we can do for them.

Mallory said that has been explained.

Mallory says it's not that we don't see the merits of the projects; it's that we have limited funding. Morningside scored high on speed and traffic.

Mitch said that Morningside has been before the commission decades ago.

Paul noted that the new housing in the area will increase the problem.

6. Public Comment

7. Adjourn

2022 Local Motion Grant Application Form

Applicant Organization: Bloomington Community Bike Project

Primary Contact: Pealer Bryniarski

Email Address: pealerb@gmail.com

Street Address: 216 N Madison St, Bloomington IN 47404

Phone Number: 812-241-7213

Proposed Project: Regular volunteers of the Bloomington Community Bike Project (BCBP) have recently identified two major improvements to the shop space that would improve accessibility for members of the community, ensuring access to repair facilities for all.

The first of these improvements involves a modification to our outdoor tire pump facilities. BCBP maintains an outdoor repair stand on the B-Line trail outside our space, which allows us to provide 24-hour repair facilities without significantly increasing shop open hours and thus volunteer capacity. One essential tool provided at the repair stand is a hand pump for inflating tires. Unfortunately, while the pump mechanism is armored against damage, the air hose connection is inherently weak, and its location on the ground next to the stand makes it prone to being stretched, twisted, and trampled. Repairs to the pump are a significant cost to us in volunteer labor, and the outdoor pump is frequently damaged but rarely prioritized over tasks that maintain the usability of the indoor shop space. Furthermore, if the pump's hose is damaged, it often deflates users' tires instead of inflating them, leaving them less mobile than they were before.

We currently have a partial alternative in place, an air hose that extends out of the wall of the shop adjacent to the B-Line and which is supplied by our electric air compressor. This hose has proven to be much more durable and maintenance-free than the hand pump, but there are two significant drawbacks. The existing signage is inadequate, and many people using the outdoor repair stand do not notice that compressed air is available nearby. The hose also only supplies air for Schrader-style valves, leaving about half of riders unable to inflate their tires with Presta-style valves. This is also a secondary issue inside the shop, where patrons with Presta valves must resort to using a hand pump. Thus, to address these issues, our project involves installing a compressor capable of supplying a higher volume of air via two regulators, one at a lower pressure for most Schrader-valved tires, and one at a higher pressure for most Presta-valved tires. We will install two new hoses for a total of four hoses - one Schrader and one Presta each on the inside and outside of the building. We also plan to install two automatic hose reels inside the shop, which will allow the interior hoses to be stored without being damaged, something they are currently at risk for.

Our project also includes upgrades to the signage - a four-foot square sign to replace the one already on the building, which will clearly advertise the presence of the compressed air as well

as how to use the two valve heads; and a small sign mounted on the repair stand that directs patrons to the building for air. These signs will be designed by a BCBP volunteer with a graphic design background. The installation of a new compressor will allow us to move our existing compressor to the back room of the shop, allowing bikes to be repaired more quickly and effectively at multiple locations throughout the space. The labor for the compressor installation will be performed by BCBP core volunteers.

The second focus of our project to improve community accessibility at the BCBP involves temperature regulation. Patrons and volunteers have mentioned for years that they avoid the space during the height of summer because they are unable to stay safely cool in the shop. This means some people are unable to adequately repair their bikes at a time of the year when their transportation needs have not changed, and some volunteers are unable to staff shifts and thus patrons leave with their bikes unrepaired and unriden. There is an existing exhaust fan that moves air through the shop, but it is inadequate during these periods of extreme heat and when there are many people moving through the space. To alleviate this problem, we plan to install two large ceiling fans in the main workspace to increase direct airflow. Costs for this part of the project include the fans, wire, conduit, and switches, and labor by a licensed and insured electrician.

Project Milestones:

- Purchasing - early July
- Fan installation - mid-July (as soon as can be scheduled with electrician)
- Compressor & signage installation - late July
- Project documentation and review – August

Project Impact:

The BCBP's primary goal is to make bicycles and bicycle repair accessible to all members of the community. To this end, we are committed to keeping our tools consistently functional and our space physically accessible. The improvements laid out in this project are overdue for our space, and we chose them as they solve some of our most present barriers to efficient repair.

In recent years, the Bike Project has given away 300 free bikes each year and in the summer assists more than 50 people each week during open hours alone. This does not include the volume of riders using the outdoor repair facilities at any time. Given the BCBP's scale of utility in the community, such significant improvements in the reliability and usability of our tools and space will have a similarly significant impact on community ridership as well as on the apparent viability of bicycle transportation in Bloomington. If tires are easy to inflate and the space is a more comfortable place to work and learn, such improvements can make it clear that cycling is an accessible form of transportation, and that investments are being made to make cycling sustainable for anyone.

Budget:

- Compressor + regulators and fittings - \$923

- Air hoses with reels, 2 @ \$140 - \$280 Valves
- 2 presta valves @ \$17 - \$34
- Signage: 4x4ft sign on building quoted \$300
- Repair stand sign \$100 - \$400
- Sign design - \$75 (in-kind)
- Fans: 2 50" commercial grade fans - \$400
- Electrical: wire, conduit, switches - \$200
- Labor: electrician quote - \$700
- Total: \$2937 (Matching funds from BCBP: \$537)
- Total Request: \$2,400.00

Partial Funding:

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

Project Timeline:

Will the project be completed before June 1, 2023? Yes

Project Summary:

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, 2023: Yes

Conceptual Design for Maxwell (Henderson to Woodlawn) Traffic Calming



 Proposed Speed Hump