

Bicycle Pedestrian Safety Commission

AGENDA

October 10, 2022, 5:30 P.M.

In-person and virtual hybrid meeting

City Hall, Hooker Conference Room #245

Online link: <https://bloomington.zoom.us/j/83751215920>

Meeting ID: 837 5121 5920

Dial in: +1 301 715 8592, Meeting ID: 837 5121 5920

Meeting Agenda:

1. Attendance
2. Approval of Minutes- June 13, 2022
3. New Business
 - a. Parks Trail Signage: Tim Street
 - i. Parks and Recreation Department will discuss updated trail signage and e-bikes policies.
 - b. Neighborhood Greenway Updates generally and upcoming public meetings:
 - i. W. Allen Street Neighborhood Greenway
 - ii. Hawthorne/Weatherstone Neighborhood Greenway
 - c. ADA Transition Plan: Michael Shermis
4. Old Business
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, June 13, 2022

Meeting Agenda:

1. Attendance:

Commissioners: In person: Paul Ash, Ann Edmonds, Zack Huneck, Mitch Rice, Sarah Waters
On zoom: Jaclyn Ray

Staff: In Person: Beth Rosenbarger. On zoom: Neil Kopper

Public: Bloomington Community Bicycle Project: In person-Pealer Bryniarski

Maxwell Drive Neighbors: In Person: Christina Geels, Donald Geels, Dave Rollo, Zachery Moore, Judy Fulford

On zoom: Chuck Livingston, Rebecca Dilbert, Brook Bradley, William

Coulter, Bill Witte, Regina Moore, Stephanie Hatton, Eric Ost

In Person: Mallory Rickbiel

2. Approval of Minutes of Meeting:

March 21, 2022: Moved to approve: Paul, second: Sarah; all voted in favor

May 9, 2022: Moved to approve: Paul, second: Sarah; all voted in favor

3. New Business

a. Local Motion Grant Presentation- Bloomington Community Bicycle Project

Pealer, the current coordinator of the Project, presented images. He asked whether people had visited the project at the B-line and 7th Street. Bike project allows people of all income levels to repair their bikes at low cost to meet their transportation needs. They grant over 300 bikes a year to people who volunteer with the program. There are others in addition to those who participate in the earn-a-bike program, maybe over 600 people. They don't have exact numbers because they have outdoor equipment that people can use on their own. Some people don't know how to use the bike pumps, so they break frequently. The air hose on the corner of the building is damaged less often. Having a hose on the building seems to be a more resilient option, but this is only useful for people with Schrader valves. Their compressor doesn't handle multiple pressures for the different valves. They want to add a second hose for each kind

of valve with retractable reels. They feel this will increase the speed with which people can fill tires. Allowing the do-it-yourself options reduces the amount of volunteer time needed. They are asking for an additional compressor and signage. People don't know about the air hose on the building. The signage will explain the different kinds of valves. They will be able to increase capacity to help people.

They also want ceiling fans to ventilate the space to enable more people to use the indoor space. They have approval from their landlord (Kemp) to add the fans and an estimate from their electrician.

Zach asked whether there is a prospect to fix the hand pumps.

Pealer said they will remove the hand pumps.

Pealer said: They can contribute up to \$500 which is more than 10% matching.

Sarah asked for public comment.

Mallory said that she has used the pump on the wall but couldn't use it with a previous bike because she kept losing the adapters for the Presta valve.

Pealer said they sell the adapters for only \$.50. He thinks having a permanently attached solution is important.

Sarah asked whether there was public comment from zoom. We will allow 3 minutes per person.

From zoom, Chuck Livingston: He said that the sound is really bad and asked that people enunciate more clearly.

Sarah asked whether any others want to comment.

Christina Geels said that it seems like a worthwhile project.

Sarah noted that there is only one application. Sarah moved to approve. Paul seconded. All commissioners in person voted in favor of awarding the whole grant money to the BCBP. Jaclyn was unable to vote from zoom because she didn't have video.

4. Old Business

a. Resident-Led Traffic Calming - E. Maxwell Drive

Beth Rosenbarger noted that Mallory was the primary leader on this project. Beth noted that there are two processes that the city

employs. This project is under resident led projects. There need to be at least two people in the neighborhood gathering signatures.

Christina Geels asked how many signatures are required.

Mallory said that 24 or 30% of neighbors are needed to apply.

Beth noted that they collect vehicle data on how many cars and what the speed of the vehicles is. They also look at demographic data, walk score, crash history including whether speeding caused a crash or contributed to crashes. Seven projects applied. This one had the highest score mostly because of crashes.

Mitch asked whether these were car crashes or car and bicycle or pedestrian.

Beth replied both.

Mallory noted they changed the metric to be crashes per square foot rather than just total number of crashes to remove the bias in favor of longer projects that total number would have.

Christina asked whether the data is available.

Mallory said it was in the March packet.

Beth said that speeding complaints are the highest complaints in addition to lack of sidewalks. City has a similar process of analysis for greenway projects.

Mallory said that this solution was designed by the city engineer. These are not really high bumps but are wider with a more gradual change in height. There is one per block 300 feet apart to encourage people to go the speed limit. There will be reflective paint and signs to alert people that there are pedestrians in the space.

Mitch asked what the speed limit is. It is now 25, but the object is to lower actual speed to 15 to 20.

Christina asked what the point is of lowering to 15 to 20 when it is now 25.

Beth said that posted speed has little effect on how fast people go. Posting speed limits is not as effective as making changes to the street. The speed limit may be 20 mph because it is near a park. The state won't allow a lower speed.

Beth asked Neil whether he had anything to add.

Neil noted that the map shows where the humps are, avoiding driveways. People will slow down over the humps which will be before crosswalks rather than right at the crosswalks.

Sarah asked whether the project organizers have anything to add.

Rebecca Dilbert, one of the project requesters, on zoom said that she would be happy to answer questions. She said that there is a sign saying the speed limit is 20 mph when children are present. Over a third of people are traveling over 30 mph.

Brook Bradley, another project sponsor, on zoom said she used to work night shifts and drive home after midnight and thought people were going over 40mph and passing other cars. That made her nervous because there are so many kids on the street going to and from the park and walking dogs.

Ann noted that these humps don't go all the way to the curb and that causes debris to collect between the curb and the hump.

Mitch concurred.

Neil noted that there are no curbs so that having the hump going to the edge causes water problems.

Mitch asked how the humps compare to the Covenanter humps.

Neil said that these humps won't go up as quickly as the Covenanter ones so will be less jarring.

Mitch noted they seemed to be experimenting to find the best option.

Sarah asked for additional comments.

Beth thinks they are improving the humps each time but wouldn't call it experimental.

Mallory said they have \$50,000 and that this project is recommended by the city because it meets all the requirements set forth in the rubric.

Zach asked what kind of reduction in crashes does the city anticipate.

Neil said he can't come up with a number but at lower speeds there are fewer and less severe crashes; at lower speeds a car pedestrian crash is less likely to be fatal to the pedestrian.

Sarah opened the floor to public comment.

Judy Fulford in person said that one of the red lines looks like it is right by her driveway at Fess and Maxwell. She is concerned about backing out of her driveway. Neil assured her that they would be careful not to put the humps at anyone's driveway. Christina Geels, in person, lives in the 900 block of South Fess. She asked why this stretch of Maxwell was chosen because she thinks there is more of a problem on the other side of Woodlawn. She says that people blow through the three-way stop. She thinks that is more of a problem. She is surprised to learn how much support it has because the neighbors she has spoken to are not in support. She thinks the area to the east needs more help.

Dave Rollo in person said that he would like to see a comprehensive view of the speed along the entire stretch of Maxwell. He says that maybe we need more time to get more input and not do this piecemeal. Dave asked whether it was coming before city council. He asked whether there was a poll taken of support.

Sarah noted that there was no more public comment in the room. William Coulter on zoom said that he lives north of this area and has a rental house to the east. He noted that Maxwell and Sheridan have traffic problems as does Hawthorne and University and he favors a more comprehensive approach. Bill Witte on zoom lives on the corner of Maxwell and Highland at the bottom of a big hill. He thinks the area to the east has more of a problem with speed. He says he has looked into the packet to find the data. He says there is no data on crashes or speed counts, and he thinks that information should be available. He thinks that if the speed bumps are effective people will go to First Street instead.

Chuck Livingston on zoom says that he has been walking 5 miles a day during the pandemic. He has encountered more dangerous situations elsewhere, including a crash into his car. He doesn't understand the assertion that adding stop signs isn't effective in slowing people down. He is concerned about people in wheelchairs or visually impaired who need drivers to stop, not just to slow down.

Regina Moore on zoom lives on the 900 block of Hawthorne and has witnessed changes in the neighborhood. She used to walk to IU. She has walked through this area. She was stopped at a stop light in the area, and someone crashed into her car while it was stopped. She wanted to know whether there was any place else that had 4 speed humps in a 4-block area. She thinks that people will drive on Wylie and First instead. She thinks that this is excessive and that we should look at the whole length of Maxwell.

Stephanie Hatton on zoom lives in the area of Maxwell between Eagleson and Sheridan. She says there are excessive speeds in the area near Mitchell. She thinks that \$50,000 is a lot of money. She thinks that data for Sheridan and her end of Maxwell should be looked at before this money is spent here.

Eric Ost on zoom is president of Elm Heights and spoke on behalf of the area to the east of this section of Maxwell. He has lived there since 1988. He has witnessed the issues discussed. He thinks the area east of Woodlawn is more problematic than the area to the west. He supports councilman Rollo's recommendation to look at the whole of Maxwell. At the neighborhood association meeting they raised concerns about the intersection of Sheridan and Maxwell. They will have follow-up discussions but became aware of this project late in the process. He would like this postponed until we can have a broader discussion.

Rebecca Dilbert wants to answer the concerns raised. She intentionally kept the project small because of costs. They received 34 responses. 76.5 % of the responses were yes. Stop signs don't stop drivers. She wants to correct what she said earlier: 15% of the cars were travelling at 35 mph or higher. She agrees that all of Maxwell is a concern, but she is concerned about her children and doesn't want a delay.

Sarah noted that there were no more raised hands. She said that the money can only be used for speed bumps; the commission doesn't have authority for stop signs. In the January and February meetings the commission approved the

methodology for allocating funding. We must follow the approved methodology.

Beth answered questions. Yes, we can ensure that the speed bumps will not go in front of driveways.

Beth said that there are other places for example on Allen Street between Washington and Henderson. Last year, we approved a project in the Crestmont area on west 12th and west 13th Street which has similar spacing. This allows people to travel a more consistent speed rather than stopping and starting.

This is a resident-led project. The reason this project was selected was because residents applied and followed the requirements of the program. The people east of this section did not apply. It's still possible to consider the other areas mentioned.

There is analysis of putting in a stop sign at Sheridan and Maxwell. Engineering is looking into it. The engineering department does review requests for stop signs.

Beth asked about the availability of speed and volume data.

Mallory said that we reviewed the data at the last meeting. They are trying to reduce bias but may need to provide more transparency. This project by far outperformed the other projects that applied. They feel that this will reduce speeds and fatalities.

Beth noted that the process for these projects is two years old and we are open to improving the process.

Mallory noted that she is leaving and wanted to see this project through to the end so that it was moved up from the August meeting. They were able to get the plans from engineering and to coordinate with the project organizers. That is why the project is being considered now rather than in August as originally scheduled.

Beth noted that the letters sent to residents had today's date.

This will not go to city council because this process has been approved by council. There is a requirement to notify neighbors, both owners and residents within two properties deep but not to poll them. That's how people heard to come to this meeting.

Beth says the staff shares concerns about other streets. This project doesn't prevent pursuing other projects.

Sarah echoed that this methodology is resident-led. BPSC didn't choose this street and neither did the staff. We followed the non-biased methodology. Other sections of Maxwell can apply next year. We appreciate the input.

Ann noted that the objections were almost all from people outside the area.

Zach asked whether there was a mechanism to change the location.

Mallory said no because this is resident-led. Staff led projects can look at other areas using the neighborhood greenway methodology. This is only one tool to address resident concerns. Beth noted that the Bike Ped coordinator meets with applicants to discuss the boundaries of the project relative to the scale of the available funding.

Paul clarified whether we were just voting on this project.

Sarah asked whether the project would be funded if we voted no.

Mallory and Beth said that if we vote this down we would have to start all over and it's not clear that we would do that at this time.

Sarah moved to approve. Paul seconded. Sarah, Paul, Zach, and Ann voted to approve. Mitch has already left and Jaclyn was unable to vote from zoom.

5. Reports from Commissioners – none

6. Public Comment

Dave Rollo noted that if we replicated this for the whole length of Maxwell that there would be 16 to 20 speed bumps. He said that in the future to look at a more comprehensive view. He also advised notifying the neighborhood association.

Christina asked whether there is an appeals process. Can she get signatures from neighbors who don't want it? Sarah said that objections should have been raised at the previous two meetings.

Mallory asked what the neighbors wanted.

Christina said that the people she spoke to were opposed but didn't want to come forward because they wanted to remain amicable.

Mallory said that there is status quo bias. When she wrote the process, she noted that there are areas of the city where it is difficult to get participation. So, we use data to support the choice of projects. She wishes we could do more. Are we seeing a status quo bias.

Eric Ost president of Elm Heights noted that there are a number of traffic concerns in the area and he thinks there will be unintended consequences. He noted that there is a sign that says park zone 20 mph. He noted that this four-block area is not a park zone in the city code.

Regina Moore has attended many meetings and has often seen people walking away thinking that they were not heard. Steve Volan said that government should not just be transparent; it should be apparent. She said that people don't know about this program. She said that we need to make it better known that this program exists.

7. Adjourn – Sarah moved to adjourn, and Paul seconded.

SEE PAGE 30 in SIGN MANUAL

Bicycles and similar vehicles equipped with electric motors are permitted on trails when operated with a maximum speed of 20mph. With the exception of mobility aids, all other motorized vehicles are prohibited.

Wear proper safety attire. Use of helmets by bicycle riders and skaters is strongly recommended.

Obey all traffic laws and posted signs.

When stopping, move off the pavement so that other trail users may pass safely.

Alcoholic beverages, fireworks and explosives of any kind and sales, solicitation and advertising are prohibited.

Please respect private property.

Please don't trample, pick or disturb native plants and wildflowers along the trail.

Keep right except to pass. Announce passing to other trail users. Exercise caution and reduce speed when passing or around groups or congested areas.

Please do not litter.

Please report maintenance and repair needs to the City of Bloomington Department of Parks and Recreation at 812-349-3498.



**Bicycle and Pedestrian Safety Commission
STAFF MEMO**

Case #: N/A
Date: October 10, 2022

FROM: Beth Rosenbarger, Assistant Director, Planning and Transportation Department
RE: Update on Neighborhood Greenway Projects

Neighborhood Greenways are designed and installed following the process outlined in the Traffic Calming and Greenways Program. For information on the program visit: <https://bloomington.in.gov/tcgp>.

In 2021, the Graham Neighborhood Greenway and E. 7th Street Neighborhood Greenway were designed following the Neighborhood Greenways Process. Both of these projects have been installed in 2022.

The Graham Neighborhood Greenway runs from the B-Line Trail to Rockport Road. The E. 7th Street Neighborhood Greenway runs from Union Street to the 45/46 bypass. Project website for both projects: <https://bloomington.in.gov/engineering/projects/ralstongraham>

The Graham Neighborhood Greenway project included a green wayfinding line. The purpose of the green line is twofold: first, to identify the street as a neighborhood greenway; and second to serve as a wayfinding tool for people following the neighborhood greenway route.

In 2022, two Neighborhood Greenway projects are currently being designed. Both of these projects have upcoming public meetings to review, discuss, and receive feedback about the proposed designs.

W. Allen Street: S. Walnut Street to Patterson Drive

- Project website: <https://bloomington.in.gov/engineering/projects/westallen>
- Public meeting:
 - Monday, October 17, 2022
 - 5:00pm – 6:30pm, presentation of proposed design at 5:30pm
 - Hoosier Heights outdoor area; 1008 S. Rogers Street

Hawthorne/Weathersone: Hillside Drive to 3rd Street

- Project website: <https://bloomington.in.gov/engineering/projects/hawthorne>
- Public meeting:
 - Monday, October 24, 2022
 - Time and location: to be determined. Please check the project website



Image shows the E. Allen Street Neighborhood Greenway, facing east. The image shows a bumpout with concrete curb, several planted shrubs, a tree, and an Allen-Covenanter Greenway sign.



Image shows a bumpout into E. Allen Street with a concrete curb. The bumpout also serves as a raingarden, and includes plants that serve stormwater functions. This image is facing east, with Bryan Park visible in the background.



Image shows the Graham Street Neighborhood Greenway, where Bryan Street meets the trail that connects with the B-Line Trail. There are shared lane markings, a speed cushion, concrete curbs that create a street edge, and a green painted line on the ground.



Image shows the Graham Street Neighborhood Greenway. There are shared lane markings, a speed cushion, concrete curbs that create a street edge, and a green painted line on the ground.



Image shows the Graham Street Neighborhood Greenway. There are shared lane markings, a speed cushion, concrete curbs that create a street edge, and a green painted line on the ground.



**Bicycle and Pedestrian Safety Commission
STAFF MEMO**

Case #: N/A
Date: October 10, 2022

FROM: Michael Shermis, Special Projects Coordinator

Description and purpose:

The City of Bloomington invites the Bicycle and Pedestrian Safety Commission to review and provide feedback to the City's ADA Transition Plan available at <https://bloomington.in.gov/accessible>. The feedback form is available at <https://bton.in/TZArS>. The deadline to provide feedback is October 15, 2022.

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and amended effective January 1, 2009. Title II of the ADA prohibits state and local governments from discriminating against people on the basis of their disability and from excluding people from participation in programs, services, or activities because of their disability. Title II requires local governments to prepare Transition Plans. The goal is to ensure program accessibility for people with disabilities in our community by meeting or exceeding the requirements of the ADA. Periodic updates help us evaluate how well we are achieving that goal.

The City of Bloomington has designated the Bloomington Human Rights Director as the ADA Coordinator. The ADA Coordinator manages the City's efforts to comply with Title II of the ADA and to communicate with local businesses their responsibilities to comply with Title III of the ADA. The ADA Coordinator is responsible for investigating any alleged ADA violations by the City.